

1975 CAP Cadet Competition Results

Sweepstakes Winner — Southwest Region
Drill Winner — Southwest Region
Physical Fitness Winner — Middle East Region
Cadet Bowl Overall Winner — Great Lakes Region
(See the March 1976 issue of your CAP News for complete results)



CIVIL AIR PATROL NEWS



VOLUME 8, NO. 1

MAXWELL AFB, ALA. 36112

JANUARY, 1976



Air Force Gen. David C. Jones, second from left, chief of staff of the U.S. Air Force, reviews Civil Air Patrol cadets at the Miller School. (Photo by Mike Dixon)

General Jones Expresses Pride In Address To Virginia Cadets

MILLER SCHOOL, Va. — The U.S. Air Force Chief of Staff, Gen. David C. Jones, told CAP cadets here, "We consider Civil Air Patrol a full part of the Air Force. We're proud to have you wear the Air Force blue."

General Jones addressed the school's 80 CAP cadets, faculty, administrators and guests in a Veterans' Day service in the school's chapel.

The Miller School has changed its military program this year. The U.S. Army JROTC unit was disestablished in June 1975 and the school was chartered as a CAP squadron. The students, staff and faculty will now wear the CAP uniforms and participate in an aerospace oriented military training program. The science department will also offer an aerospace science course for credit.

"We will work with you in making this the finest CAP program in the entire country," said General Jones who urged the school body to "come up with innovative" (See Jones Expresses, Page 2)



MOON WALK—CAP Cadet Col. Donald E. Parman, chairman, National Cadet Advisory Council, accepts a photo depicting the Apollo 15 moon landing mission from former Astronaut James B. Irwin. Irwin spoke to members of CAP's National Executive Committee meeting held at Maxwell AFB Dec. 13, 1975. He discussed CAP cooperation with the High Flight Foundation which he serves as chairman. It is a non-profit organization which he founded to share his faith in God and serve humanity, through speaking engagements, publications, retreats and training activities. (Photo by MSgt. Russ Brown)

NEC Completes Title Changes

MAXWELL AFB, Ala. — The Dec. 13, 1975, National Executive Committee (NEC) has completed the National Board's action which transferred the title National Commander from the Commander, CAP-USAF, to the National Chairman and changed the title of Vice Chairman to National Vice Commander.

The following titles are now effective:

National Commander — Brig. Gen. William M. Patterson, CAP
National Vice Commander — Col. Thomas C. Casaday, CAP
Executive Director — Brig. Gen. Carl S. Miller, USAF
National Administrator — Gordon T. Weir.

Save Record Climbs As Year's End Nears

MAXWELL AFB, Ala. — Civil Air Patrol members from across the 50 states have recorded 51 lives saved as the volunteers moved into their last month of humanitarian services for 1975. Members from the state of Alaska lead the states in saves with a total of 19 (as of Dec. 14, 1975) for the year.

One life was saved on Oct. 17 when Alaska's Rescue Coordination Center opened a mission after being informed of an overdue AR-15 aircraft with one person aboard on a flight to a lake 100 miles west of Fairbanks. A CAP aircraft from the Fairbanks unit was launched and located the downed aircraft by the signal from its emergency locator transmitter (ELT).

The pilot had flown the ski-equipped aircraft to the lake to do some work on his cabin and had broken through the thin ice while landing.

While an HH-3 helicopter from Fairbanks AFB was being scrambled to make the recovery, another aircraft was located crashed in the same lake. The pilot had landed his PA-12 on the lake to assist the first downed craft and also had broken through the ice.

Due to the cold, remoteness of the terrain and loss of survival gear, two saves were credited to CAP

pilot Richard Burley of the Fairbanks unit who located both aircraft.

Three saves were chalked up by CAP ground teams on Oct. 24.

A Mississippi ground team was credited with saving the lives of two persons injured in an aircraft crash near McComb, Miss. The crash site was located by an employee of the Mississippi Fish and Game Department and the CAP ground team arrived on-the-scene and administered first aid until an ambulance arrived.

(See Saves Climb, Page 2)



CAKE CUTTING CEREMONY—Air Force Brig. Gen. Carl S. Miller, left, CAP executive director, and CAP Brig. Gen. William M. Patterson, national commander, prepare to cut the cake commemorating the remodeling of CAP's National Book Store at Maxwell AFB. The opening coincided with the National Executive Committee meeting (NEC), which was held on Dec. 13. Members of the NEC were given a walk-thru of the facility. (Photo by MSgt. Russ Brown)



A NEW LOOK — Ruby McGee, left, and Donna Chambers put finishing touches on the new displays in CAP's National Book Store at Maxwell AFB. The store recently acquired additional space for its operation and was remodeled. CAP members who visit the store will now have the opportunity to view the many CAP items available for purchase. (Photo by MSgt. Russ Brown)

Saves Climb

(Continued from Page 1)

One survivor was suffering from severe head injuries and the pilot had two broken arms. As the result of the rapid response and on-scene first aid, the Mississippi Wing was credited with two saves.

A Wyoming CAP ground team was instrumental in saving the life of a young hunter who had become lost on a hunting trip with his father Oct. 23.

When located the following day by the ground team, the hunter, who is mentally retarded, was in good condition although light snow had fallen and temperatures were near freezing during the night.

A CAP ground team from Oregon's Wing was credited Nov. 8 with saving the life of a missing hunter near Hood River, Ore.

CAP and the Hood River County Sheriff's Department launched the rescue effort after two 17 year-old boys from Hood River were reported missing while on a hunting trip. The survivors were spotted by a volunteer aircraft working with the sheriff. Their position was radioed to the CAP ground unit, located only 150 yards from the scene, which effected the find and recovery.

CAP was credited with the save as one of the two hunters was suffering from exposure.

Members of the Sitka, Alaska, CAP unit concluded a successful two-day search Dec. 16 for an overdue boat and thereby recorded CAP's 50th and 51st lives saved.

The search and rescue mission was initiated Dec. 15 when the United States Coast Guard requested CAP assistance to search for an overdue 26-foot boat in the Sitka area. Several CAP light aircraft along with Coast Guard resources were launched and conducted a search of a 225 square mile area the first day with negative results.

At first light the following day, the Sitka CAP and a Coast Guard HH-3 helicopter started searching again. A CAP aircraft, piloted by Cecil McClain, spotted the two people on a beach on the east side of Krestoff Island.

Carl Southbloom and his son had rowed ashore after their boat capsized and broke up. The uninjured persons were picked up by helicopter and transported to the Sitka Hospital.

Due to the weather conditions, remoteness of the wreckage and lack of adequate gear to survive another night, two saves were credited to the Sitka CAP.

Montana Cadets Hold School

FT. HARRISON, Mont. — Cadets from throughout Montana gathered here recently for their first Wing Leadership School.

A combination of training exercises and ideas including daily physical training, formations, proper wear of the uniform, CAP customs and courtesies and communications made the school a success.

In addition to bringing out and enhancing the leadership knowledge of the cadets, the school also helped build self and group discipline in the cadets.

The commandant of cadets for the school was Cadet Col. Randell Wostel. The Honor Cadre consisted of Cadets Col. Steven Smith, guest from Utah, Lt. Col. Bryon Collison and Capt. Kathy Hart.

Other invited guests to the school were Cadet Col. Michael Foster, Colorado Wing, and Lt. Col. Fallows from the Rocky Mountain Region.



FIRST TO RECEIVE—Air Force Brig. Gen. Carl S. Miller, left, CAP executive director, and CAP Brig. Gen. William M. Patterson, national commander, admire their copies of the First Official Commemorative Medallion honoring the men and women of Civil Air Patrol. The minting of this medallion will coincide with our nation's Bicentennial Celebration. See order blank on Page 7. (Photo by MSgt. Russ Brown)

Air Meets Slated

Competition To Select U.S. Team

WASHINGTON, D.C. — The National Pilots Association and the National Intercollegiate Flying Association will again sponsor light aircraft precision flight competitions leading to the selection of a U.S. Team for the 1977 World Championships.

Five regional air meets will be scheduled during the fall of 1976 and spring of 1977. A National Fly-off will be conducted at a central U.S. location in the late spring of 1977.

Regional air meets will be hosted by college flying clubs at five different locations throughout the country. Competition will be open to all pilots who hold a private pilot certificate and have at least 100 pilot hours logged. Pilots will fly competition events solo in single-engine, light aircraft.

The top scoring 10 per cent of the contestants registered at each regional air meet will be invited to participate in the National Fly-off. (A minimum of

5 pilots will be invited from each regional.) No pilot may participate in more than one regional meet.

The National Fly-off will be the final competition and the top scoring four finalists will be invited to make up the U.S. Precision Flight Team for 1977. These four pilots will represent the United States in the second World Championships of Light Airplane Piloting to be held in Linz, Austria, in August 1977. The Team members will receive an expense paid trip to Europe for the world event.

Light airplane precision flight competition tests the skill of pilots in performing routine flying maneuvers with emphasis on technique and accuracy. Events consist of power-on and power-off spot landings and a cross-country navigation flight.

All performances are judged and scored by a team of judges, strategically located to permit close observation and measurement of each event.

Landing and navigation event scores are melded into a composite score for each contestant.

Winners are selected from the top scoring pilots in each regional air meet. Regional winners are finalists and compete among themselves for a berth on the U.S. Team.

Thirteen countries participated in the 1975 World Championships (the first ever) which was held in Sweden in August. It is anticipated that the 1977 world event will attract additional teams as light airplane piloting competition continues to grow in popularity throughout the world.

Final arrangements are now being formulated for the regional air meets and will be announced shortly by the National Pilots Association and the National Intercollegiate Association. Interested persons should write to: U.S. Precision Flight Team, 806 15th St., NW, Washington, D.C. 20005.

Jones Expresses Pride

(Continued from Page 1)

ideas, move out and set the standard for others to meet."

In fulfilling the cadet program's role of character building and leadership training, self-discipline is extremely important the Air Force chief told the students.

He showed the audience several color photos of the latest Air Force aircraft, giving statistics of speed, acceleration and size. General Jones presented these to the students' attention.

to an engraved silver plate from the Air Force.

Miller School is the first and only private boys prep school to be affiliated with CAP on a fulltime basis. It is the Miller School Cadet Sq., 45122 of the Virginia Wing.

The school is located 15 miles west of Charlottesville, just off I-64. It offers 1,700 acres of campus which features rolling hills, woodland and a 13-acre lake for boating, fishing and swimming. The school was

established in 1878 and offers grades 5 through 12. It offers a college prep and/or vocational training program with a student-teacher ratio of 7-1.

Sharing the platform with General Jones were Air Force Brig. Gen. Carl S. Miller, CAP executive director or Maxwell AFB, Ala., CAP Col. Randolph C. Ritter, commander of the Virginia Wing and CAP Lt. Col. Frances Toth, chief of staff of CAP's Virginia Wing.



Dear Abbot,

Dear Abbot,
Who are you, and what do you think you're doing, trying to get into our paper?
Concerned, Editor

Dear Editor,
Listen, sonny, I'm older than you but still tough, so don't get smart!
The Abbot

Dear Abbot,
Hey, you need me: I don't need you! So, lay some good answers on me fast or out you go, scratchy quill and all! Just because you look religious doesn't mean you belong in our paper. If you're peddling sermons, go see the chaplain. If you're looking for someone to make you look good, go see a plastic surgeon. If you're trying to convert me, I'm a hardtop. What's your pitch, little man?
Wasting time, Editor

Dear Wasting,
Awright, awright! You may be a good editor, kid, but you sure need a course in public relations! The chaplains told me to write you. You've got readers with questions. I've got answers. It's as simple as that. Just

between us male chauvinist pigs, I'm fed up with women columnists. Abigail VanBuren and Ann Landers...who needs 'em? I say you can't trust a woman, especially with important things. Keep 'em on the society page where they belong. When it comes to questions about religion or morality or clergymen, you need me. The chaplains are willing to let me speak up. How about you? Try the Abbot habit. By the way, the column is free — and worth every cent.
The Abbot

Dear Abbot,
Shouldn't that be clergypersons? OK. I'll give you a try. Your price is right. But the chauvinism's got to go! I'll tell my readers to send questions that a cantankerous old monk can answer to me, and I'll forward them to you for reply.
Reluctantly, Editor

Dear Reader,
Got a question that a cranky monk in a dusty CAP blue habit can answer? Send them to "Dear Abbot" in care of HQ CAP-USA/OI, Maxwell, AFB, AL 36112. But don't blame me for the answer you get!
Editor



HONORARY MEMBER—The Fort Vancouver Composite Squadron (Washington Wing) recently signed a proclamation making U.S. Navy Cdr. Harley Hall, a POW-MIA in the Vietnam War, an honorary member. Signing the proclamation is CAP Lt. Col. George Keesee, squadron commander, while Ann Campbell, left, representing Southwest Washington POW-MIA, and Maj. Barbara Keesee and 1st Lt. Mary Askstull look on.

Units Conduct Joint Operation

MARSHALL, Mo. — Members of the Marshall Comp. Civil Air Patrol Sq. participated in an inter-squadron search and rescue test with members of the St. Joseph Comp. Sq. recently.

The Chillicothe airport was the site of the joint operation. Various classes were held Saturday and Saturday night and the next morning the practice mission opened.

When the radio was put into operation to teach radio procedures, it was learned that during the night an actual emergency had activated the Texas, Oklahoma, Kansas and Nebraska Wings. This information was used to activate the practice mission as if the Chillicothe airport was the scene of a sub-base in the search.

Briefings Highlight NASA Visit

HAMPTON, Va. — Civil Air Patrol cadets from Virginia's Peninsula Comp. Sq. were guests recently of the NASA Visitors Center at Langley AFB, Va., where they were briefed on the Viking Project.

The Viking Project is a satellite launched from earth and scheduled to land on Mars on the 4th of July 1976 as part of the Bicentennial Birthday celebration. If all goes as planned, it will then transmit information on Mars' atmosphere and soil back to earth.

The cadets also viewed several films including one on the F-15 fighter during flight test and the B-1 On the Move.

10-Day Rescue School

Cadets Join Canadians In Training

SCOTIA, N.Y. — Sixty Civil Air Patrol cadets were joined by 14 Canadian Army and Air cadets during New York's Thunderbird Land Rescue Training School at Harpursville, N.Y.

The 10-day school was organized by CAP Lt. Col. Howard K. Vedder New York Wing LRT coordinator.

Having Canadian cadets in attendance was a first for the school and officials reported that it was very educational and enlightening, both for the Canadians as well as the CAP members. Six of the Canadians completed the basic course while the remainder completed the advanced course.

The training included woodmanship, survival, land navigation, first aid, crash site security, land search patterns and communications. Along with the CAP members, the 14

canadians performed in various technical operations, including rappelling and the Tyrolian Creek traverses. The advanced training course also included a four-day survival hike covering more than 10 miles. The basic training course included a two-day survival hike covering more than two miles. On the survival hike, the cadets put to practical use what they had learned by building natural shelters, setting up traps and snares, navigating and using their survival skills in general.

Upon completion of the school, each Canadian cadet received a certificate of completion and indicated a desire to return to the New York Wing's LRT school next year.

The CAP cadets were from both New York and New Jersey wings.

Arrangements for the Canadian cadets and two escort officers

were made by CAP Lt. Col. Leo Meximciuc, who also served as school commander, and Colonel Vedder.

Kiwanis Clubs Hear CAP Story

LEBANON, Pa. — Members of the Annville-Cleona and Lebanon Kiwanis Clubs recently heard all about Civil Air Patrol from CAP Lt. Col. Martin Soresek, commander of the Lebanon VFW Cadet Squadron 307.

The presentations were followed by a question and answer period and a short talk on CAP recruiting.

According to Colonel Soresek, the CAP story was well received and the civic leaders were enlightened about the CAP organization.

BOX SCORE

Cadets.....	26,443
Seniors.....	35,564
GAM.....	326
Total.....	62,333

(As of Nov. 30, 1975)
(1,658 increase since Jan. 1, 1974)

AERO-ASTRO ANSWERS (44)

THE FASTEST AIRPLANE BUILT IN ITALY TODAY IS THE AERITALIA--

1. STARFIGHTER SUPERSONIC SPEED FACTS

2. --AND IT WILL FLY AT MACH 2.2 --TWICE THE SPEED OF SOUND!

3. IT IS BASICALLY THE LOCKHEED F-104-S STARFIGHTER, BUILT UNDER LICENSE, BY FIAT FOR THE ITALIAN AIR FORCE!

4. 165 ARE BEING BUILT AND DELIVERIES ARE DUE TO BE COMPLETED BY THE END OF 1972!

5. IT IS POWERED BY ONE J-79-GE TURBOJET ENGINE DEVELOPING 17,900 LB THRUST WITH AFTERBURNER!

6. (THE OVERALL LENGTH IS 54FT.-9IN. BUT THE WING SPAN IS ONLY 21 FT.-11 IN. WITHOUT TIP-TANKS!)

WHO MADE THE FIRST NON-STOP FLIGHT ACROSS THE U.S.A--

ASKED BY RALPH DOVE-- INDIANAPOLIS, INDIANA

--WHEN AND IN WHAT?

CLIP FOR REFERENCE

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Executive Director's Comments

Emphasis On Aerospace Education

by Brig. Gen. Carl S. Miller, USAF
Executive Director

As I have become more and more aware of the many ways in which Civil Air Patrol contributes to the nation, I have also become increasingly aware of the tremendous potential for service through the aerospace education mission. I am thinking particularly of what you know as the external aerospace mission — the education of



the general public on air and space matters so that we have an informed electorate as aerospace issues, civilian and military, enter into the political forum.

I have been tremendously impressed with the high motivation of the thousands of volunteer members of CAP, especially in the areas of emergency services and the cadet program. To a lesser extent you have been involved in the external aerospace education mission. CAP

members seem to specialize in the mission areas of their primary interest. We have search and rescue pilots; we have cadet program people — and, we have a limited number of people who specialize in aerospace education in the external area. The time and resources of all these people are limited.

However, I think the external aerospace mission is unique in that it should, to some degree, claim the attention of all CAP members. I believe all of us have an obligation to be informed on aerospace issues — as citizens and especially as CAP members who have an obligation to educate the public as stated in the Congressional Charter. Ideally, as a minimum effort, each CAP member should serve this mission in his or her daily, casual contacts with the public. Each of you should have an informed opinion on aerospace issues and should let the public, individually or collectively, know what that opinion is at every opportunity. This in itself would be a commendable effort. It will be accomplished, however, only

if the individual accepts this mission as a personal obligation. This area offers no tangible rewards for the individual — only a sense of personal satisfaction.

There is another approach to this vital mission which could be emphasized and, I believe, needs to be — that is, the planned program approach to the public. This approach requires interested leadership who would plan the aerospace education effort, say at the wing level, and recruit people with the time and resources to carry out the plan. It is largely our limited number of aerospace education members who have been active in this area working with the school programs and college workshops.

For a number of years a major effort has been carried on by the USAF-CAP Regional Directors of Aerospace Education (RDAEs). However, I think that with CAP wing leadership involvement and direction, and the recruiting of membership expertise, our organized

aerospace education effort could have a much greater impact on the public. I urge wing leaders to become more involved, just as I urge the Region Liaison Officers, RDAEs and wing liaison personnel to work closely with these leaders in this effort.

I have been extremely impressed with the college level aerospace education workshop program. There is no way to measure the impact of these workshops, but obviously, the thousands of teachers who attend them each year are active supporters of aerospace education, and potential supporters of Civil Air Patrol and the Air Force. There are many ways that CAP and the Air Force can support these commendable efforts by the colleges. We should become acquainted with the workshop directors in an effort to search out ways in which we can assist them.

Frankly, I would like all of you to move into aerospace education with the same dedication you pursue our other two missions, emergency services and the cadet program.

SAR Tips

Clean aircraft windows will reduce eye fatigue and will enable you to be a better search crew.

Get to know other rescue oriented groups before you work together on a mission.

Your ELT can't work if you don't ARM IT.



For the benefit of all members of Civil Air Patrol, the latest statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

Emergency Service	
(As of Dec. 14, 1975)	
Number of Missions	656
Number of Aircraft	6,205
Number of Sorties	12,117
Flying Hours	22,203
Personnel	30,344
Mobile Radios	6,997
Fixed Radios	3,922
Saves	51
Finds	784



FIND RIBBON—CAP Lt. Col. Earl J. Pilcher, right, of the Florida Wing, receives congratulations from Air Force Maj. Glen Walden, Alaska Wing liaison officer, upon receiving a CAP Find Ribbon. While visiting Alaska, the Florida wing inspector volunteered for a mission and was successful in spotting a missing Cherokee aircraft overdue on a flight from Naknek to Anchorage. Observing is the pilot of the aircraft, CAP Lt. Col. Russell Anderson, Alaska deputy wing commander.

Members Hear Airline 'Talk'

EASTON, Md. — Airlines was the topic when David Spain recently talked to members of the Easton Comp. Sq.

Spain is Trans World Airlines chief pilot with more than 30 years of experience as a airline pilot. During his talk to the CAP members, he pointed out the route young men and women should follow to airline careers.

By way of tape recorder, he took his audience on one of his actual trans-oceanic flights. The flight originated in New York with scheduled landings at Athens, Tunisia, Calcutta, Hong Kong and return.

Cadet Aids USAF Recruiting

EVERETT, Wash. — Cadet Matt Sellard of Washington's Paine Field Comp. Sq. is a good example of how Civil Air Patrol is aiding the Air Force in their recruiting drive. He is a volunteer worker in the Air Force recruiting office at Northgate.

Cadet Sellard works under the direction of MSgt. Lou Vukich and TSgt. Bill Szymanski. He has been given his own office and does most of the overload paper work for the recruiting office every day after school and on Saturdays.

At the same time, Matt also recruits for CAP, and has signed up seven new members in the Seattle area.

CIVIL AIR PATROL NEWS

★ ★ ★ ★ ★ USAF AUXILIARY ★ ★ ★ ★ ★

National Commander Brig. Gen. William M. Patterson, CAP
Executive Director Brig. Gen. Carl S. Miller, USAF
Director of Information Lt. Col. Wm. Capers III, USAF
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National Commander's Comments

CARING ABOUT PEOPLE

Brig. Gen. William M. Patterson, CAP
National Commander

As you read this column, Civil Air Patrol and our nation will have reached two historic plateaus. Our country will be in its Bicentennial Year — and what a 200th birthday party it promises to be — and CAP will be marking its 35th year as a national, people oriented, humanitarian entity. It is most fitting that these two milestones be celebrated concurrently.



Not only is Civil Air Patrol dedicated to those principles and ideals that have formed the bedrock of this nation but we also share the same common faith in the Almighty and a steadfast belief in the goodness, compassion and the true value of man. Yes, we CARE ABOUT PEOPLE!

Our country and Civil Air Patrol have both seen hard times, known the trauma that comes with growing up

and faced the challenges that befall those who choose to place human values above all else. Yet despite our "growing pains," Civil Air Patrol has never lost sight of its objectives and purposes.

Let me quote Article VI of the Civil Air Patrol Constitution:

"1. The objectives and purposes of Civil Air Patrol shall be:

a. To provide an organization to encourage and aid American Citizens in the contribution of their efforts, services and resources in the development of aviation and in the maintenance of aerospace supremacy.

b. To encourage and develop by example the voluntary contribution of private citizens to the public welfare.

c. To provide aviation and aerospace education and training, especially to its senior and cadet members.

d. To encourage and foster civil aviation in local communities.

e. To provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies."

With the above refreshing our memory, it becomes even more apparent that Civil Air Patrol is an organization of people, all volunteers, that is deeply committed to people. It is that simple. People helping people.

I am reminded of the people in Civil Air Patrol every time I hear Barbra Streisand singing the beautiful words of the song "People" as only she can sing it. And I have almost convinced myself that lyricists Bob Merrill and Jules Styne had CAP in mind as they wrote the lyrics.

Yes, Civil Air Patrol is people. People like you, who really care about people. Care is the greatest and strongest motivating force in the world. It can move mountains. Your actions and your altruism prove that as day after day you carry out your self-imposed responsibilities to your fellow man, your community and your country.

We hear so much these days of "man's inhumanity to man." Well, let me assure you that the 1975 statistics will clearly show, as they have in the thirty-three preceding years, that you have literally knocked the "in" right out of the word inhumanity. As I write this, your 1975

track record reads: LIVES SAVED-51, FINDS-284. What a tribute! No inhumanity here. No need to say more.

So, as we face the New Year together, let us continue in our steadfast belief that our fellow man is inherently good, does merit your concern and is worthy of your efforts. Let us continue to demonstrate by sacrifice and selflessness our total commitment to the youth of this country, our fellow man and the ideals of our country.

Civil Air Patrol has achieved great things and has made much progress in a relatively short thirty-four years. But we must not look back, we must focus on the future and reaffirm our faith in and our commitment to the people of this land. Collectively we have literally travelled millions of miles, yet like space voyagers, we face several light years of progress travel ahead. Let us launch ourselves into our thirty-fifth year with the conviction and zeal that have brought us to this milestone.

For your efforts in '75, I salute you. For your endeavors in '76, I support and encourage you and wish you a Happy New Year.

All-Cadet Exercise

Practice SAR Mission Successful



PLOTTING MAP—Cadets from the Van Dyke Cadet Squadron, Warren, Mich., take a close look at a map of the search area during a simulated search and rescue mission recently. They are, left to right, MSgt. John Meister Jr., MSgt. Eric Fujii and TSgt. Kevin Wing.

STERLING HEIGHTS, Mich. — More than 70 Civil Air Patrol cadets from the Van Dyke, Macomb and Selfridge Squadrons participated in a simulated search and rescue mission recently.

The cadets camped out overnight and centered their search activities at the Romeo Airport.

Under the direction of senior CAP personnel, the cadets briefed pilots and crews, giving all known information on the pretended lost aircraft. Planes were then dispatched to the appropriate areas where the cadets, acting as observers, searched for any possible sightings of missing aircraft.

On the ground, communicators manned the radio, keeping aircraft and mission control in contact. Cadets went out by vehicle and on foot to confirm and deny sightings made by the observers.

Cadet debriefing officers gathered all information from returning observers and ground crews and submitted it until a "mission report" was submitted. Early in the second day the simulated lost aircraft was located and the mission was completed successfully.



VFW Supports CAP

MAXWELL AFB, Ala. — The 76th National Convention of the Veterans of Foreign Wars has adopted a resolution which calls for close support with Civil Air Patrol.

In a letter to National Headquarters, Edward L. Burnham, director of Youth Activities for VFW said, "the resolution is in recognition of the cooperation of Civil Air Patrol along with other organizations and associations in the development of our youth, safety and patriotic programs and in sincere appreciation of same."

He added that "pursuant to this resolution, we are urging our Posts, County Councils, Districts and Departments to maintain and strengthen their ties with Civil Air Patrol."

Western Staff College
Sets Dates For '76 School

MAXWELL AFB, Ala. — The Western National Staff College (formerly called Pacific Region Staff College) will be held on July 11-17, 1976, on the campus of the University of Portland at Portland, Ore., it was announced recently.

Officials also stated that it is possible to have your family on campus with you during the college.

The area of participation encompasses all the states in the Pacific and Rocky Mountain Regions and the states of Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, Washington and Wyoming. A staff college are invited to attend. There will also be space available for staff positions.

Applications should be submitted on Form 17, signed by your unit and wing commanders, and forwarded directly from Wing Headquarters to Commandant, Western National Staff College, 3501 NE Marine Drive, Portland, OR 97211.

Applicants must be senior members holding the grade of warrant officer or above.

Three quarter-hours of college credit are available for those completing the college. More details, including costs, will be in the next issue of the Civil Air Patrol News.

Easton Sq. Visits
'Jolly Green' Unit

EASTON, Md. — Cadets and members of the Easton Camp Sq. were recent guests of the First Helicopter Squadron based at Andrews AFB, Md.

The CAP members received a briefing on the unit which included the history and mission of the First Helicopter Squadron and a film study of helicopters in actual rescue and recovery in the Maryland area.

The members were then given a low level trip about the Washington area in the First Helicopter Squadron's Jolly Green Giant helicopters.



AEROSPACE AWARD—CAP 1st Lt. David Anholm, right, commander of California's Five Cities Flight, receives the Grover Loening Aerospace Award from CAP Lt. Col. Louis H. Powell, commander of Group 11. Anholm, who joined CAP in 1966 as a cadet, has completed all first aid courses, the emergency medical technician course, and is a qualified CAP aerial observer, in addition to completing all requirements of study in Aerospace Education. (Photo by CAP Cadet Kevin Jones)

NPA Honors Mississippian For 'Skill And Flying Ability'

WASHINGTON, D.C. — President Michael Loening of the National Pilots Association (NPA) has presented the NPA's highest award the 'Merit Pilot Citation,' to Civil Air Patrol Senior Member William R. Tubbs.

The award is granted to its members by the nation's largest non-profit pilot organization in recognition of skill and flying ability as measured by 20 different tests and ratings.

Tubbs, whose pilot career began in 1973, accumulated a total of 100 qualification points, all of which were certified by an appropriate government official or flight instructor to qualify for the coveted NPA certificate.

He serves in Civil Air Patrol as commander of Mississippi Wing's Misslou Comp. Sq.



William R. Tubbs



RANGER TRAINING—CAP Capt. Roy Solomon, center, an expert Ranger, demonstrates a knot-tying technique to Cadet Lt. Col. Rachid Idriss, left, and Cadet MSgt. Tony Davis, during the recent Illinois Wing Ranger training weekend. Eighty-five cadets took part in the training which was held at Yorkville, Ill. In addition to Captain Solomon, Air Force Capt. Richard Cattle, Cadet Col. Mark Sweeney of the Pennsylvania Wing and Ranger Brian Wheeler of the Illinois Wing assisted in the third in a series of Ranger training activities held by the Illinois Wing.

150 Cadets Attend

Ill. 'Camp' Held At Chanute

CHICAGO, Ill. — One hundred and fifty Illinois Wing cadets along with 14 senior members took part in the annual Illinois Wing Cadet summer encampment held at Chanute AFB, Ill.

The one-week program was highlighted by Command Staff briefings on some of the major U.S. Air Force commands; Tactical Air Command (TAC), Military Airlift Command (MAC), Air Training Command (ATC), and a special briefing on the Air Force B-1 bomber.

The encampment was commanded by CAP Lt. Col. William A. Recktenwald, a former cadet, with a senior member supportive staff of 13, twelve of whom were former cadets.

Cadet Col. Bret Harvell, cadet encampment commander, was in charge of a formal base retreat ceremony. After the retreat, Air Force Maj. Gen. Frank Elliot, center commander, commented on the excellence of the CAP members handling of the ceremony.

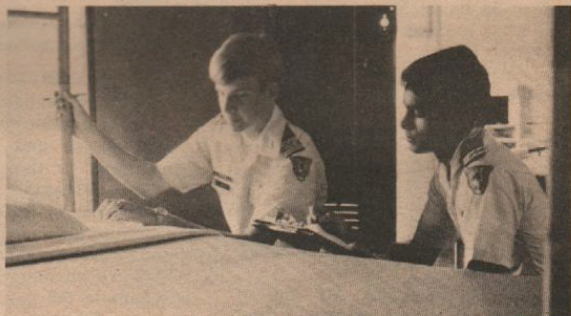
Chanute AFB is the largest technical training center in the

U.S. Air Force. While attending the encampment, cadets received a complete tour and briefing on the various facets of Air Force training that is completed at Chanute.

Cadets also took part in a daily inspection program under the supervision of the cadet commander, Lt. Col. Paul

Johnson, deputy cadet commander and Lt. Col. Carlos Contreras, adjutant. The unit with the best results was named the outstanding unit. Sports included baseball, volleyball and relay races.

A formal graduation ceremony was attended by more than 200 parents and friends.



BUNK INSPECTION—Cadet Lt. Col. Paul Johnson, left, deputy commander, and Cadet Lt. Col. Carlos Contreras, adjutant, carefully measure a bed during inspection at the 1975 Illinois Wing CAP Cadet Summer Encampment.



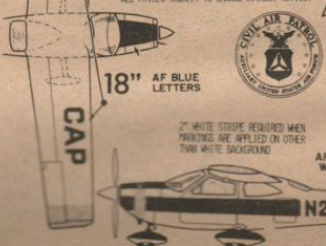
MEDICAL ATTENTION—CAP 1st Lt. Joe Grant tends to a blister on a cadet's foot during the 1975 Illinois Wing Summer Encampment as 1st Lt. Maryann Hartmann, a nurse, looks on.

CAP REGULATION 66-1

APPROVED CAP AIRCRAFT MARKINGS

MARKING	DESCRIPTION	PRICE
CAP102	18" INCH KING LETTERING	\$ 1.50 EACH
CAP103	12" INCH "N" NUMBERS	1.00 EACH
CAP104	8" INCH "N" NUMBERS PLACED	1.00 EACH
CAP105	4" INCH WHITE LETTERS	15.00 EACH
CAP106	2" INCH CAP SEAL	8.50 EACH
CAP107	1" INCH BLUE STRIPE	25.00 EACH
CAP108	2" INCH WHITE STRIPE	25.00 EACH
CAP109	8" INCH BLUE STRIPE	10.00 EACH
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CAP111	3/8" INCH BLUE STRIPE	2.00 EACH

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'Biggest Little City'

Mississippi City Honors CAP—CD Units



FINAL CHECK—Three participants in the Columbia, Miss., parade honoring Civil Air Patrol and Civil Defense units in the state check out some last minute details of the parade route. They are: from left, Leonard Logan, of the Columbia Police Department; Ray Reid, of the Columbia Civil Defense unit; and CAP Maj. T. S. Robertson Jr., of the Mississippi CAP Wing staff.

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COLUMBIA, Miss. — As you enter the town of Columbia, Miss., a large roadside sign reads, "Mississippi's Biggest Little City." The town has earned this reputation through the years by doing things in a big way, and the people who live there are proud of it.

So when the 27,000 people of the small town honored the members of the state's Civil Air Patrol and Civil Defense units recently, it was no surprise that it was done in a big way.

The mayor got things started by signing a proclamation declaring Nov. 11, 1975, as Civil Air Patrol and Civil Defense Day in the city. All public schools were closed for a half-day to allow the school bands to participate in the parade and to give the children a chance to watch.

The parade committee seemed to have control over the weather as the day dawned overcast and cloudy, but the sun suddenly broke through and brought one of the warmest days ever recorded in November in the state.

Participating in the parade were more than 90 units including the three local high school marching bands along with some of the modern emergency and rescue vehicles used by CAP and Civil Defense units in counties around the state.

The parade stretched out more than a mile and, as the man most responsible for its success, James Thornhill, director, Columbia-Marion County Civil Defense Council and deputy commander of the Columbia CAP Comp. Sq., said, "I think we can safely say it is one of the largest parades ever held in the state."

Once the parade had wound through the downtown streets, it concluded at the City Park where an outdoor cookout was held. Speeches by local and visiting dignitaries highlighted the activities in the park.

Among those giving speeches were: Harold Crain, director of the Mississippi Civil Defense Council; John Wooten, mayor protem; Maj. Gen. E.A. Turnage, Adjutant General of Mississippi; CAP Maj. T.S. Robertson Jr., of the Mississippi CAP Wing staff; and a representative of the Veterans of Foreign Wars.

As the day's activities drew to a close, Thornhill remarked, "It was a major undertaking, but there is no doubt that it was a success. The people have already started talking to me about having a Thanksgiving parade, but I told them I was thinking about taking a vacation to get some rest."

Thornhill concluded by saying, "I want to add that the parade is just the beginning of many such events to promote the importance of Civil Air Patrol and Civil Defense. We need to wake the country to the fact that civil preparedness in any nation is essential in a life or death situation. And our CAP and Civil Defense units work hand in hand."



CAP WING QUEEN—Capt. Miss. Lynn Powell proceeds through the arch of awards after she was crowned Queen of the Minnesota Wing at a military ball held in Bloomington, Minn. Lynn is a member of the Duluth Composite Squadron where she serves as deputy cadet commander. (Photo by G. E. Tucker)

1976 Senior Member Activities

WHO

1. CAP NATIONAL STAFF COLLEGE: The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers, covering such topics as communicative skills, leadership and management, staff organization, and CAP problem solving.

2. NATIONAL SEARCH AND RESCUE (SAR) SCHOOL: A one-week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.

3. ARRS CAP MISSION COORDINATOR COURSE: A two-day ARRS-conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue.

4. FLIGHT CLINICS: CAP regions and/or wings have considerable latitude in development of flight clinics. They may be CAP generated or externally generated. Nationally approved clinics that meet the goals of military and civilian executives who are, or will be, engaged in managing key national security programs.

5. PACIFIC REGION STAFF COLLEGE: (see above description for National Staff College).

6. EXTENSION COURSE INSTITUTE (ECI): ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g. communications, aircraft maintenance, etc.).

7. INDUSTRIAL COLLEGE OF THE ARMED FORCES (ICAF) CORRESPONDENCE SCHOOL: This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.

8. NATIONAL SECURITY SEMINARS: These seminars are sponsored by the Industrial College of the Armed Forces to foster, among Reserve Officers and interested citizens, a better understanding of the many interrelated and complex national and international problems associated with national security.

9. WEAPONS EMPLOYMENT COURSE FOR ALLIED OFFICERS: This course covers comprehensive familiarization with basic space language and principles, fundamentals of astronautics, technology, and concepts which will affect future operational space capability.

10. INTERNATIONAL AIR CADET EXCHANGE ESCORT: Annually, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 22 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.

11. DEFENSE CIVIL PREPAREDNESS AGENCY STAFF COLLEGE: Three home study courses are available which pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A. (2) THE CIVIL DEFENSE DIRECTOR-COORDINATOR. (3) INTRODUCTION TO RADIOLOGICAL MONITORING.

12. NORTHEAST REGION COMMUNICATIONS SCHOOL: The purpose of the school program is to train CAP personnel to become competent communicators, efficient in emergency mission procedures and to become confident and able communications officers familiar with the rules, laws, and philosophy of communications administration.

1. CAP officers and warrant officers only.

2. Selected CAP mission coordinators and potential mission coordinators actively involved in SAR activities.

3. The CAP Region Headquarters determines eligibility.

4. The CAP Region and/or Wing Headquarters determines who is eligible for these activities. (CAP also eligible for Federal Aviation Administration and Aircraft Owners and Pilots Association clinics.)

5. Eligible senior member officers.

6. Eligible CAP senior members (See CAPR 50-1).

7. Senior CAP members serving at the executive level, majors and above. Completion of a baccalaureate degree and completion of A Command and Staff College Correspondence Course desired for lieutenant colonels and above and required for majors. No grade waivers authorized, other waiver requests will be considered. Acceptance on an individual basis for all applications by ICAF.

8. Attendance at these seminars open to all CAP senior members.

9. CAP captains through colonels.

10. Criteria to be announced by HQ CAP-USAF/ED.

11. All CAP members may apply for the "Civil Defense USA" and "Introduction to Radiological Monitoring" courses. Only qualified mission coordinators and prospective mission coordinators in training may apply for "The Civil Defense Director/Coordinator" Course.

12. Cadet or senior members.

ity Schedule

WHEN/WHERE

HOW

1. Maxwell AFB AL. (Tentative dates: June 14 thru 19, 1976) BOQ Reserved.

2. Governors Island, New York (Summer 1976). Quarters provided. July 25-30, 1976.

3. Dates and places to be announced by Regional Headquarters.

4. Various locations within the eight regions. Dates and or wing places to be announced by Region Headquarters.

5. July 11-17, 1976, University of Portland, Portland, Ore.

6. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.

7. Course is titled: National Security Management. A graduate-level correspondence course.

8. Ashland, Oregon ..Jan. 5-16, 1976
Sheridan, Wyoming ...Feb. 2-13, 1976
Pensacola, Florida. ...Mar. 15-26, 1976
Dayton, OhioApr. 19-30, 1976
Orono, MaineMay 31-June 11, 1976

9. Maxwell AFB AL. Jan. 5-9, 1976 and Mar. 29-Apr. 2, 1976. BOQ Reserved.

10. Locations and dates to be announced by Hq. CAP-USAF.

11. Home study, enrollment at any time.

12. Kutztown State College, Pa. summer 1976. Dates to be announced by Northeast Region.

1. Apply through channels on CAPF 17. (Reference CAPR 50-9). Region commanders determine selection priority for their region.

2. Apply through channels on CAPF 17 to Hq. CAP-USAF/DOS. (Reference CAPR 50-9).

3. Apply through channels on CAPF 17 to CAP Region Headquarters. (Reference CAPR 50-9).

4. Apply through channels on CAPF 17 to CAP Region or Wing Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPR 50-9). DO NOT USE CAPF 17 when applying directly to other organizations.

5. Eligibility criteria and application procedures to be publicized by Hq. Pacific Region.

6. As prescribed in CAPR 50-1 for ECI courses: using ECI Form 23. Submit application directly to ECI.

7. Applications and inquiries should be addressed to: The Commandant, Industrial College of the Armed Forces, Attn: Correspondence School, Fort Lesley J. McNair, Washington, DC 20319.

8. Attendance may be arranged through the Chamber of Commerce of co-sponsoring cities.

9. Apply through channels on CAPF 17 to Hq. CAP-USAF/DOT. (Reference CAPR 50-9).

10. Application procedures to be announced by Hq. CAP-USAF/ED.

11. For "Civil Defense USA" use DCPA Form 435 or send postcard request to Civil Defense USA, Box 288, Battle Creek, MI 48816. For "Civil Defense Director, Coordinator" complete DCPA Form 435 and forward through normal local, state, and regional Civil Defense Preparedness Office channels. For "Introduction to Radiological Monitoring" use DCPA Form L-79 or a postcard request to DCPA Staff College, Federal Center, Battle Creek, MI 48816.

12. Application procedures to be publicized by Hq. Northeast Region.

Level 1 Training

	TOTAL MBRS.	RET.	ACTIVE M-L	COMPL. MEMBERS	PER LEVEL I	CENT
NORTHEAST						
Connecticut	380	3	101	276	212	77
Maine	282	2	48	232	107	46
Massachusetts	374	3	76	295	179	61
New Hampshire	383	1	84	298	206	69
New Jersey	642	8	113	521	386	74
New York	2007	9	304	1694	998	59
Pennsylvania	2252	14	170	2068	1276	62
Rhode Island	204	1	15	188	115	61
Vermont	202		15	187	132	71
Northeast	82		13	69	46	67
Region Total	6808	41	939	5828	3657	63
MIDDLE EAST						
Delaware	259	1	44	214	180	84
Maryland	778	4	171	603	464	77
Nat. Capital	258	1	65	192	138	72
N. Carolina	886	6	180	700	535	77
S. Carolina	751		179	572	400	70
Virginia	955	7	140	808	554	69
West Virginia	425		46	379	243	65
Middle East O	61	1	9	51	50	98
Region Total	4373	20	834	3519	2572	73
GREAT LAKES						
Illinois	967	3	84	880	590	67
Indiana	480	1	39	440	308	70
Kentucky	372	1	34	337	194	58
Michigan	918	8	95	816	600	74
Ohio	811	7	104	700	603	86
Wisconsin	703	10	82	611	448	73
Great Lakes	87	3	51	33	27	82
Region Total	4338	33	489	3816	2770	73
SOUTH EAST						
Alabama	857		90	767	412	54
Florida	1494	5	248	1241	847	68
Georgia	632	2	81	549	297	54
Mississippi	630	1	73	556	341	61
Tennessee	825	1	35	849	535	63
Puerto Rico	387	1	109	277	193	70
South East	81	2	24	55	51	93
Regional Total	4966	12	660	4294	2676	62
NORTH CENTRAL						
Iowa	344	6	45	293	191	65
Kansas	391		93	298	183	61
Minnesota	626	1	122	503	313	62
Missouri	459		53	406	257	63
Nebraska	334	1	84	249	140	56
N. Dakota	371		84	287	166	58
S. Dakota	271		94	177	117	66
North Central	52		17	35	32	91
Region Total	2848	8	592	2248	1399	62
SOUTH WEST						
Arizona	948		43	905	543	60
Arkansas	396	3	19	374	243	65
Louisiana	668		111	557	322	58
New Mexico	431		47	384	152	40
Oklahoma	447	7	63	377	291	77
Texas	1390	2	165	1223	697	57
South West	87	2	44	41	31	76
Region Total	4367	14	492	3861	2279	59
ROCKY MOUNTAIN						
Colorado	1081	6	119	956	554	58
Idaho	369		47	322	167	52
Montana	279		25	254	100	39
Utah	452	1	77	374	183	49
Wyoming	280	1	23	176	78	44
Rocky Mount	71		32	39	33	83
Region Total	2602	8	323	2121	1115	53
PACIFIC						
California	2238	39	244	1975	1226	62
Nevada	448		50	396	274	69
Oregon	489	5	64	420	319	76
Washington	552	3	49	500	352	70
Alaska	861		140	721	269	37
Hawaii	395	3	80	312	169	54
Pacific	76	6	17	53	49	92
Region Total	5077	56	644	4377	2658	61
National Total	35229	192	4973	30064	19126	64



WELCOME — CAP Maj. Edward Geyer, right, commander of New York Wing's Nassau Squadron 5, greets Capt. Fred Hopkinson of the 735th Dundas-Ancaster Squadron, Royal Canadian Army and Air Cadets upon his arrival in Farmingdale, N.Y. Thirty-two Royal Canadian Army and Air Cadets visited Long Island and New York City during a vacation and were hosted by CAP members of the Long Island Group.

Flying Bivouac Provides Experience For Cadets

DAYTONA BEACH, Fla. — Cadets from the Daytona Beach Comp. Sq. went on a recent flying bivouac designed to provide flight experience for cadets new to the unit.

The camp site was in a grove of moss-hung liveoaks at New Smyrna Beach Municipal Airport, far enough away from the highway to muffle the traffic noise and close enough to the airport's runways and taxiways to minimize walking distance and aircraft ground time.

Twelve Civil Air Patrol senior members were on hand to provide the flying, using three CAP-owned and three member-owned aircraft. All cadets on the bivouac had at least two flights, and most had three

during the 25 hours of flying time logged by the six aircraft.

Although the major purpose of the bivouac was flying, other activities were carried on to further the cadets' training in the mission of CAP. Each participant attended first aid training and classes in setting up and dismantling a camp area.

Sunday morning religious services were conducted for CAP members and their families and friends. That was scheduled to be the final event of the weekend, but enthusiasm was so high that flight activity continued for a couple of hours, with six prospective new cadets getting off the ground for the first time.

Program Features Rescue Squad

PITTSBURGH, Pa. — A local Pittsburgh television station, KDKA, recently featured Civil Air Patrol's Steel Valley Radio Disaster Squadron 613 on their "On Air" program.

The show, hosted by Frank Conti, discussed rescue and survival procedures with Chuck Rittenbaugh, Scotty Milford, Bill Miller and Charles Kellerman, all members of the Pennsylvania unit.

Members of the Rescue Squad are new to the Civil Air Patrol. Previously known as the Steel Valley Climbers, the squad joined CAP in full force to form the squadron.

Known nationwide for their rescue techniques, members of the squad are capable of making all types of drops and climbs, mine rescues, building evacuations, flood evacuations and civil defense functions.

The unit is also involved in police and fireman training.

Unit Sponsors FAA Seminar

PUEBLO, Colo. — A free ride in a vertigo chair and a chance to win a \$40,000 airplane attracted over 100 Pueblo area pilots and others interested in aviation safety to a Federal Aviation Administration seminar sponsored by Colorado's Thunderbird Senior Sq.

The vertigo chair was part of a presentation by Gary Koch, FAA General Aviation District Office safety specialist. Also on the program were FAA films on vertigo, and a talk by Thunderbird Squadron member Paul Eubanks on local traffic pattern problems. Eubanks is a controller at the Pueblo combined station-tower.

The possibility of winning an aircraft was provided by the General Aviation Manufacturers Association as part of a nationwide Safe Pilots Sweepstakes II.

Weather Class Highlights Training

PORTSMOUTH, R.I. — Civil Air Patrol's Rhode Island Wing held its annual training encampment at Camp Varnum in Narragansett, R.I. Ninety-seven cadets and 16 senior members from throughout the state participated in the exercise.

Highlights of the training included a class on weather by a local television weather forecaster and a demonstration of helicopter rescue by the Army National Guard.

The Newport-Bristol Squadron commander, Capt. Frederick Frongillo, was the encampment commander.



AIRPORT TOUR—Cadet Mike Kocher questions Walter A. Schrift on the operation of the radar facilities at the Raleigh-Durham airport during a recent tour. Also observing the radar operation are Cadets Kerr Parrish and Lynn Parrish. All are members of North Carolina's Raleigh Composite Squadron. (Photo by CAP Cadet Cathy Fisher)

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ALL ABOUT CAP—A prospective member is briefed on Civil Air Patrol by, left to right, Air Force Reserve Assistance Officers Lt. Col. William R. Nieman, Maj. Walter King, Lt. Col. William F. Seery and CAP 2d Lt. Rosalie M. Gwynn of the Manchester Composite Squadron. The Connecticut Wing sponsored this recruiting booth recently at the Goodspeed Airport Air Show held in East Haddam, Conn.

Busy Commander Repeats Vows At Outdoor Wedding Ceremony

CROSBYTON, Tex. — Capt. Floyd Richardson has been a busy man this fall, so busy that he almost didn't find time to get married.

In fact, he and his bride settled for an outdoor ceremony before a county judge. As witnesses, the two had a crowd of several hundred which had gathered for an entirely different occasion. They simply took time out during a lull in the festivities for the wedding.

Capt. Richardson, commander of the brand-new Crosbyton Comp. Sq., and himself a CAP member for only about a year, has been busy trying to get the squadron organized and under way as a going concern. Almost single-handedly, he rounded up the 30 members of the new unit.

Bivouac Held To Supplement SAR Training

ORLANDO, Fla. — The Orlando Cadet Sq. recently spent a weekend at the Sebastian National Park training their newly formed cadet emergency services team.

The bivouac was designed to supplement training each member had already received at earlier SAR practices and to mold the team into a coordinated, smooth running unit.

The cadets and two seniors on the team practiced using a lensatic compass, then negotiated a compass course through the Florida brush to prove their skill. An exercise in communications provided an opportunity to correct improper radio procedures and to promote speed and efficiency in communication.

The ground team also practiced ground search techniques, and emergency rescue and short distance transfer techniques.

He obtained the use of a small plane, a 150 which belongs to a fellow-member, for the use of the squadron. Capt. Richardson also performs all maintenance on the craft and runs the new airport where it is based.

The squadron is in need of assistance but has managed to scrounge some used flight suits since a number of the members are now taking flight lessons. Some of them have soloed.

The biggest day so far for the squadron — and the day Capt. Richardson got married — was the day in October when the unit entertained the All-Texas Air Tour and dedicated the new airport. The squadron, pushed by Capt. Richardson, planned and conducted the affair.

Shortly before noon on that day, a swarm of approximately 75 airplanes descended on this small (population 2,250) West Texas community. Three hours later, the more than 200 members of the air tour, from as far away as Canada, Michigan, Illinois and Ohio, had eaten a hearty hamburger lunch (prepared and served by the squadron), toured the world's largest cotton gin (buses driven by squadron members), witnessed the airport dedication, and had joined the crowd of local people at Capt. Richardson's surprise wedding.

Surprise it was. After the dedication ceremony, the bride and groom mounted the stand and stood before the judge to repeat their vows, an unexpected event on the agenda. For her wedding garb, the bride, the former Miss Gale Weather, chose an Air Force-epoch, CAP flight suit which cost \$2. The groom wore a matching outfit.

By 6 p.m. that afternoon, it was all over. Members of the air tour had moved on to their next stop for the night and citizens of the area were watching a report of the day's activities on television. Everyone had gone from the airport except the bride and groom. And Capt.

Richardson was still busy, cleaning up last minute details, securing the small plane for the night, and closing up shop.

Still attired in the CAP flight suits, the newlyweds watched the sunset, the only reminders of the hectic day being the few embers still in the hamburger grill and a gold band on the bride's finger.

It was the end of a happy day. But it was not the end of the squadron's activities. The unit is still in need of help and Capt. Richardson is still working on that — and still hungrily eyeing the four CAP planes owned by a unit in a neighboring city.

Were Capt. Richardson and Gale too busy for a honeymoon? That question is one to which we do not have the answer.

Cadets Are 'Certified' During Training Camp

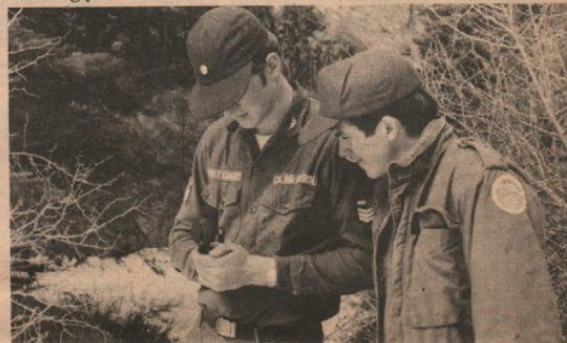
PENDLETON, Ore. — "Certified" was the magic word that led 26 Pendleton Comp. Sq. cadets to the Kiwanis Cabin for seven days recently. And "certified" is the word today for seven cadets and 10 more needing only to complete first aid requirements to receive the shoulder patch added to their fatigue uniforms.

"Certified" signifies that a person has completed both written and skill tests of minimum standards set up by the Oregon State Sheriff's Association and the Oregon Department of Emergency Services. Once certified, they may be utilized anywhere in Oregon on ground search for missing persons.

The CAP training camp was commanded by Capt. Jim Westover. He was assisted by Capt. Dannie Reims (USAF-Retired) and Deputy Sheriff Jim Carey.

Receiving their "certified" patches were Cadets Robert Wood, Larry Cruz, Marshall Montgomery, Gwen Watkins, Charles Lee, John Lee and George Lee. The ability of the cadets to successfully complete the overnight survival test and to travel one-fourth mile through the woods within the necessary tolerance was a surprise to many.

This made Pendleton the first CAP unit in Oregon to be "certified."



COMPASS READING—Cadets Marshall Montgomery and Ed Young of Oregon's Pendleton Composite Squadron get a compass bearing during their survival test to be "certified" in emergency services work.

Optimist View CAP Display

HAMILTON AFB, Calif. — The Marin Comp. Air Rescue Sq. 4 represented Civil Air Patrol with an exhibit during the Optimist International Convention in San Francisco recently.

The Marin Unit, California's "Outstanding Composite Squadron of the Year," staffed the display for the four-day duration of the convention.

Project officer was 2d Lt. Helene F. Stratman. She was assisted by Cadets Steven Amato, James Wallis, Rod Henry, Ted Cleveland and 2d Lt. Jule Zumwalt and WO Wayne Beherns.



IN APPRECIATION—Air Force Maj. Robert Lovretich, Illinois Wing liaison officer, left, receives a model of the Wright Brothers Flying Machine with a plaque which reads, "Presented to Major Robert Lovretich from the Cadets of the Illinois Wing in appreciation of his efforts." The presentation was made at the Illinois Wing Cadet Summer Encampment at Chanute AFB. Making the presentation is Cadet Lt. Col. Carlos Contreras, encampment adjutant, right, with Cadet Col. Bret Harvell, cadet encampment commander, looking on.

People In The News

A former cadet of the Tri-Cities Comp. Sq., (Washington Wing) Doyle Holloway, has joined the U.S. Army National Guard... Three cadets from the Apollo-1 Comp. Sq., (Maryland Wing) completed last school year as members of the honor society. They are 2d Lt. Janice Reeves, Cadet Basic Albert Hillman and Sgt. Richard Burkhart... Cadet Melanie Branham of the Salina Comp. Sq., (Kansas Wing) has completed a one-week cadet officers school at Kemper Military College, Boonsville, Mo.

Cadet Julie Wright of Maryland Wing's Easton Comp. Sq., was selected as Maryland's Outstanding Female Cadet during this year's Wing summer encampment... Twenty-three cadets of the Van Dyke Cadet Sq., 3-7 recently completed the standard first aid and personal safety course... Members of Washington Wing's Walla Walla Comp. Sq., and Tri-Cities Comp. Sq., performed crowd control at the Red Carpet Flying Service Air Show held recently at Walla Walla, Wash... Two members of the National Capital Wing, CAP Col. Charles X. Suraci and Capt. Arlyce Perry, were honored recently by a local television station. The two were named as Volunteers of the Month by station WMAL.

Cadet Lt. Col. Todd Clifton has been named Arizona Wing Cadet of the Year for his outstanding achievement in 1974 and was the wing's entry for National Cadet of the Year... Cadet 2d Lt. Don Johanson of Washington Wing's Tri-Cities Comp. Sq., has earned his private pilot license... Members of Marin Air Rescue Sq. 4 (California Wing) recently manned a CAP booth at a local shopping center at Terra Linda, Calif. The members, including 2d Lt. Helene F. Stratman, Cadets Jim Wallis, Steve Mmat and Bob Paiz, exhibited an aerospace board, unit trophies and handed out CAP information material...

Eleven cadets of the St. Louis Comp. Sq. One (Missouri Wing) assisted in answering telephones and collecting money during the Jerry Lewis Muscular Dystrophy Telethon at St. Louis, Mo. The group included Cadets Bill Diamond, Laurie Hovious, Judy Milligan, Lowell Summers, Rob Hardin, Bob Mann, Denise Oscko, Kevin Souers, Dennis Stockwell, Randy Venable and Maureen Stockwell... The squadron commander of the Torrington Cadet Sq., (Connecticut Wing), CWO Ronald S. Richards, Jr., has exchanged his CAP uniform for that of the U.S. Air Force. He plans a career in Avionics Communications... CAP 1st Lt. Ethel Gier of the Delaware Wing recently earned her private pilot license...

CAP Maj. Robert F. Hahn, commander of New Jersey Wing's Aero-Medical Sr. Sq. 108, recently presented CAP certificates of appreciation to John Landers, John Gable, Bertram Zimmerman and Robert Searle. The certificates were presented in appreciation for their support to Civil Air Patrol... Four cadets of the Tullahoma Cadet Sq., (Tennessee Wing) recently spent a week at Ft. Campbell, Ky., as guests of the U.S. Army's 101st Airborne Division. While there, their activities included competition on the rifle range, rappelling and observing all phases of airborne training. Making the visit were Cadets WO Andy Pulliam, 1st Lt. Kevin Greer, cadet David Ray and WO John Pulliam...

Second Lt. Larry Ashmore of Tennessee Wing's Marshall Co. Comp. Sq., has earned his master's degree in Business Administration from Middle Tennessee University in only 11 months... A five year veteran of CAP, Cadet Capt. Karla Hessler of the Tri-Cities Comp. Sq., (Washington Wing), was recently elected chairman of the Washington Wing Cadet Advisory Council... First Lt. Pat Burke of Washington Wing's Tri-Cities Comp. Sq. has obtained his commercial pilot license... Two members of the El Paso Comp. Sq., (Texas Wing) earned their wings recently. Second Lt. Juan Iozano earned his pilot wings and 1st Lt. William Campbell earned his solo wings...

Cadet Lt. Col. Theodore T. LaPlante of the Schenectady Comp. Sq., (New York Wing) has been awarded a three-year U.S. Air Force ROTC scholarship... Cadets and senior members of the Magnolia Comp. Sq., Arkansas Wing, landed in and landed new boots at a local fair... CAP 1st Lt. Patrick V. Gable of the Philadelphia Wing... Patrick V. Gable... Jones of the... (Pennsylvania Wing)

to young men of various organizations who have demonstrated exemplary qualities of cooperative effort, self control, perseverance, good scholarship and have shown their regard for the best traditions and principles of the "American Way of Life..."

CAP members Jeff Chudyk, Darrell Gerhart, Tim Goodin, Lance Litwhiler, Carl Moyer, Carlene Rauch, Susan Rauch, William Rice, Joe Shelak, Connie Shoemaker, Todd Siegfried, Rodney White and Neil Zaboy recently completed a four-week Cardiac Pulmonary Resuscitation course. They are members of Pennsylvania Wing's Whitehall Exchange Comp. Sq... Six cadets of the Perry Comp. Sq., (Pennsylvania Wing) have received orientation flight in a Beechcraft Bonanza aircraft. Receiving flights were Cadets James Seiders, Steve Seiders, Alan Houck, Wayne Hartzell, Blake Tomforde and Perry Albright... A. James Manchin, director of the Rural Environmental Assistance Program for the State of West Virginia, recently attended a weekly meeting of the Buckhannon Comp. Sq. and presented the members with a West Virginia state flag...

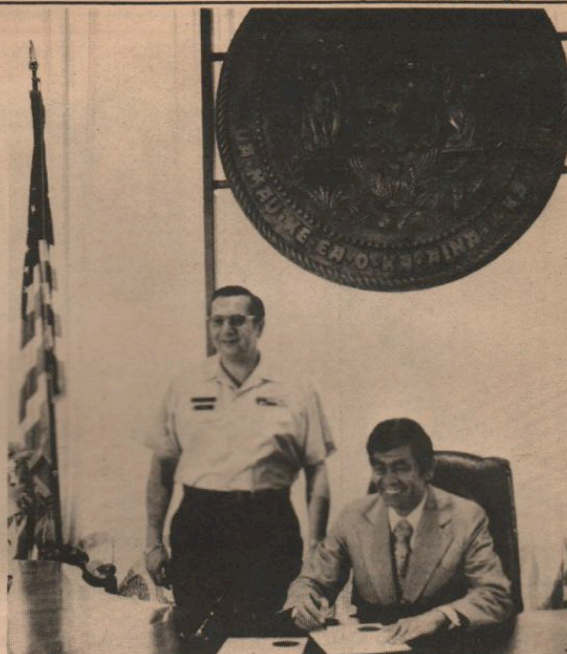
Wisconsin Wing's Group 10 Land Rescue Team increased its staff of emergency medical technicians to eight with the recent graduation of four of its members. The new members of the team are Capt. Beverly Knight, SM Michael McMullen, Cadets Kenneth Chmielewski and Michael Odill... CAP MSgt. Richard Lane has been named the outstanding Senior Member of The Year for the Amelia Earhart Comp. Sq., (New York Wing)... The Cadet of The Year Award for the Amelia Earhart Comp. Sq. was awarded to Cadet MSgt. Martin Lewin... Cadets Rod Ogborn, Kensington Fuller and Mark Fuller of the Salina Comp. Sq., (Kansas Wing) attended the Blue Beret encampment held near Williston, N.D... CAP Lt. Col. Holli Nelson of the Winston-Salem Comp. Sq., (North Carolina Wing) is one of Forsyth Chapter, American Red Cross's first instructors to be certified to teach the Red Cross Cardiopulmonary Resuscitation Course...

CAP members Maj. Edwin Keeny, Capt. Laura Keeny and 1st Lt. Kenneth Cain of National Capital Wing's Col. V.I. Grissom Cadet Sq. recently received the Grover Loening Aerospace Award... Cadet 2d Lt. Don Johanson of Washington Wing's Tri-Cities Comp. Sq. has been accepted into the Washington Challengers, an advanced search and rescue team... A member of New Hampshire Wing's 545th Comp. Sq., CAP 1st Lt. Albert O. Fisk Jr., recently administered first aid to an accident victim until medical assistance arrived on the scene... Cadet Susanne Morris, James Restrup and Kevin O'Neil of National Capital Wing's Col. V.I. Grissom Cadet Sq. recently earned their communications badges...

Three cadets from the Tri-Cities Comp. Sq., (Washington Wing) earned awards for their accomplishments during a weeklong encampment at Fort Lewis, Wash. Cadet Diane Irby was named as the Outstanding Basic Cadet, Cadet Mark Jonson was named the Outstanding NCO and Cadet Karla Hessler was named Outstanding Line Staff member... Twenty senior members of the Raleigh Comp. Sq., (North Carolina Wing) recently completed an Instrument Course taught by CAP member Al Coats...

The Sixth Group of the Texas Wing recently presented a 30-minute TV special on station KTVT, Fort Worth, Tex. Topics discussed included CAP's cadet program, senior program, aerospace education, emergency services and chaplain's program. Appearing on the show was CAP Chaplain (Lt. Col.) John Elliott, Capt. Paul Brewer, Cadet Maj. Mickie McCullough and Cadet Amn. Toni Billingslea... Cadet members of the Tri-Cities Comp. Sq., (Washington Wing) have been attending cadet observer classes taught by Cadet 1st Lt. Pat Burke...

Senior and cadet members of California Wing's Marin Comp. Air Rescue Sq. 4 were recently guests of the Marine Heavy Helicopter Squadron 7th, Marine Air Reserve Training Detachment at the Alameda Naval Air Station... CAP 1st Lt. Patrick V. Gable of the Philadelphia Wing... Jones of the... (Pennsylvania Wing)



PROCLAMATION — Hawaii Governor George Ariyoshi recently proclaimed the period Dec. 1-7 as Civil Air Patrol Week and asked for public recognition of CAP's contributions to the citizens of Hawaii. Looking on is CAP Col. Thomas S. "Tookie" Evans, Hawaii Wing commander.

Search Has Unique Ending

ALBUQUERQUE, N.M. — Members of Albuquerque Comp. Sq. One, New Mexico Wing, recently completed an unusual search effort.

The search was unusual because once the lost aircraft was located, the Civil Air Patrol members had three options open on what to do — they could haul the wreck out, pile up the pieces or stack the pieces and paint them yellow.

The crashed aircraft was an old Navy flying boat and old crashes have a habit of being spotted in other air searches, wasting valuable time. If left stacked and painted yellow it can be used by search teams for practice.

Ga. Unit Displays Wares

SAVANNAH, Ga. — The Savannah Comp. Sq. recently displayed various equipment used by the Civil Air Patrol at a local Armed Forces Appreciation Night hosted by the 165th Air National Guard at Savannah.

Highlighting the CAP unit's display was a mobile communication van and static model rocket display.

During ceremonies at the Appreciation Night, Cadet Capt. Gary Cox received his Earhart Award from Maj. Gen. B.L. Davis, USAF Recruiting Service commander.



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Squadron Has Role In Bicentennial Pageant

TULLAHOMA, Tenn. — Members of the Tullahoma Civil Air Patrol Cadet Squadron recently played a major role in a Bicentennial Pageant held at the Old Stone Fort Park in Manchester, Tenn.

The pageant depicted various times in the country's history, but it basically portrayed the part that Old Stone Fort, and the surrounding area, played during the Civil War.

There were more than 100 amateur actors and actresses taking part in celebration. Also participating were two prominent political figures from the local area, State Senator Ernest Crouch of McMinnville, Tenn., and State Representative J. Stanley Rogers of Manchester, Tenn.

Throughout the pageant, six different American flags, from the original 13-star flag to the present 50-star flag, were presented and displayed by seven members of the Tullahoma Cadet Sq. The participating cadets were: First Lt. Kevin Greer, CWO Andy Pulliam, Sgt. Storey Sorensen, AIC Craig Smith, AIC Tommy Sipe, Sgt. Bill Sipe and Amn. Debra Ambrose.

Nearly 1,000 persons viewed the presentation from a grassy slope that formed a natural amphitheater.

Another highlight of the presentation was the appearance of the reactivated First Kentucky Orphan's Brigade. They wore authentic Civil War uniforms and displayed their light field artillery pieces.



FLAG DISPLAY—Nearly 1,000 spectators were on hand to watch Tullahoma Civil Air Patrol Cadet Squadron members display American flags during a Bicentennial Pageant at the Old Stone Fort in Manchester, Tenn.

Cadets Reconstruct Link Flight Simulator

MALVERNE, N.Y. — Seven Civil Air Patrol cadets from the Nassau Comp. Sq. have reconstructed a pre-war Link Flight Simulator previously used at the Mitchell Field Air Force Base to train pilots before and during World War II.

The cadets decided to rebuild the simulator as a project for the Bicentennial celebration with the possibility of having the unit accepted for the Air Museum that is to be built at Mitchell Field in the near future.

Reconstructing the simulator were Cadets Amn. Matthew Lewis, Sgt. Charles Jackson, Amn. Robert Silverman, Sgt. Matthew V. Thompson, Amn. Edwin Fager and Cadet Basic Aram Iskenderian.

The simulator is presently housed at the Aerospace Resource Center at North Valley

Stream High School and will be available to the public when the school is open.

Library Hosts CAP Display

BLUEFIELD, W. Va. — The Craft Memorial Library in Bluefield recently hosted a display on Civil Air Patrol in their facilities for two weeks.

Cadet Sgt. Beverly Penn of the Green Valley Cadet Sq. organized and set up the display using many handmade posters and articles to call attention to the many opportunities that CAP has to offer.

On the final day of the display, members from the Green Valley unit conducted a recruiting program at the library.

Dedication Is Key

SAR Exercise Tests Wings Ability

MANASSAS, Va. — Dedication was the key word during the National Capital Wing's annual search and rescue exercise held here recently.

Coordinator for the exercise, which tested the wings ability to estimate, upgrade, and evaluate their emergency services capability, was CAP Maj.

Fred Hess, commander of the Fairfax Comp. Sq.

Commenting on his difficult task, the CAP major stated that he accepted the position because of "my deep concern for people who fly."

Facilities for the wing were at a minimum this year. A trailer and tents were used as mission headquarters with classes being taught in the field and in tents. The wing had only one aircraft available. However, the dedicated members rented four aircraft out of their own funds to make the exercise more realistic.

All search activities were accomplished under the direction of CAP Lt. Col. Robert Paolucci, who served as operations officer for the mission.

Braving cold, rain, lack of facilities and even lack of aircraft, the members of the National Capital Wing not only showed they can support search and rescue activities, but also that they want to be very much a part of the CAP search and rescue mission.



GETTING THE WORD—Cadet information officer trainees Sgts. G. Kelley and David Rogers interview Maj. Fred Hess, mission coordinator for the National Capital Wing search and rescue exercise, as part of the training.

Delaware Unit Devises System To Select Cadets On Merit

SMYRNA, Del. — The Smyrna Cadet Sq. has devised a system of awards which enables cadets to be selected to attend the National Board meeting each year on the basis of merit.

The system brings out the best in physical fitness, scholastic ability and personal achievement of all cadets.

Cadet Sgts. Mary E. Stone and David A. Turek were winners last year and attended the meeting in St. Louis, Mo.

Cadet Stone has been very active since joining CAP. She was selected "Cadet of the Day" and served in the color guard at the graduation day of the Delaware Wing encampment. She has also participated in several search and rescue exercises and Civil Defense missions, and has toured NASA facilities at Wallops Island, Va., and Cape Kennedy Space Center, Fla.

Cadet Turek was selected for the first Delaware Wing Encampment scholarship. While attending the encampment, he was singled out for "Cadet of the Day" and "Room of the Day" honors.

Navy Invites CAP For Celebration

ALEXANDRIA, Va. — At the invitation of the U.S. Navy, the Potomac Comp. Sq., National Capital Wing, participated in the annual Navy Day celebration sponsored by the U.S. Naval Nuclear Weapons Training Center, Indianhead, Md.

The squadron's Mobile Communications Van exhibit was set up in the town square of Indianhead, just across from the main gate of the Naval Training Center. Three senior members and eight cadets manned the display, demonstrating the communications capability of the unit. Radio communication was established with other Civil Air Patrol field units.

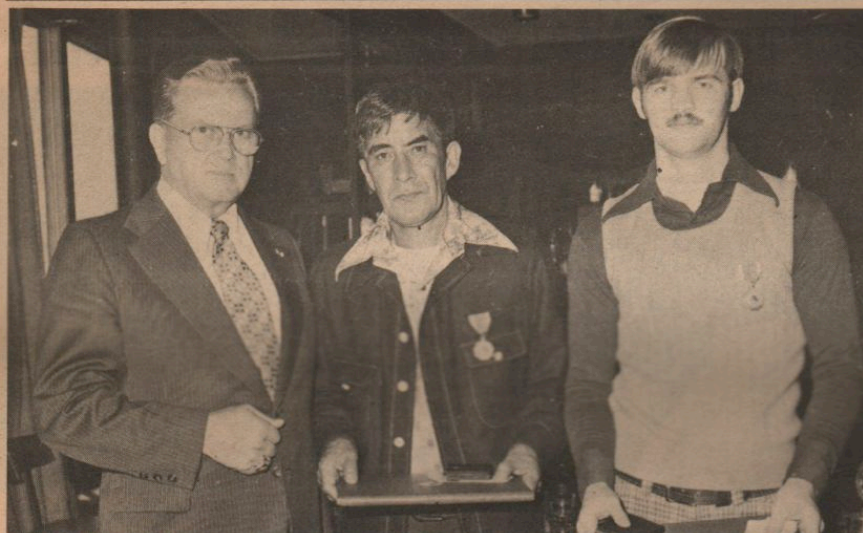


ORIENTATION—Air Force Maj. Ronald M. Kimball demonstrates PLATO IV to a Civil Air Patrol member attending the Medical Services Orientation Program at Sheppard AFB, Tex. PLATO IV is a computer teaching system used at the School of Health Care Sciences. Approximately 20 CAP members from throughout the country attended the week-long meeting designed to acquaint cadets with the various fields of medical services, both in the Air Force and civilian life.



Take A Bicentennial Second...

"I think the true discovery of America is before us. I think the true fulfillment of our spirit, of our people, of our mighty land, is yet to come...And I think that all these things are certain as the morning, as inevitable as noon." (Thomas Wolfe).



FOR HEROISM—Two Alaska pilots were honored recently for heroism which they displayed earlier this year when a plane crashed on takeoff from the Sitka, Alaska, airport. Receiving the awards—one of FAA's highest awards for heroic acts—are Butch Vent, center, and Robert E. Riggs, right, a member of Alaska's Baronof Senior Squadron. Presenting the award is Lyle K. Brown, FAA Alaska Region director. The two risked their lives to rescue Patty A. Salamanchuk, also a CAP member with the Baronof unit, when the aircraft she was in crashed in a body of water adjacent to the airport.

Praise Received Squadron Assists In Disaster

WESTMINSTER, Md. — Heavy rains, caused by the remnants of Hurricane Eloise, produced severe flooding in Carroll County, Md., in September causing the Carroll County Civil Defense Headquarters to request assistance from the Carroll Comp. Sq. in Westminster.

The initial request from Civil Defense, issued in cooperation with the County Communications Control Center, was for the Carroll Squadron's mobile communications center to be dispatched to the community of Detour, near the Monacacy River.

Local volunteer fire companies and the county sheriff's department were already actively evacuating the residents and their belongings, and the Civil Defense wanted a command post set up to handle all radio traffic between the disaster scene and Civil Defense Headquarters.

Over the next three days, 103 members of the Maryland Wing put in more than 2,500 man-hours in support of the disaster relief effort. Civil Air Patrol personnel conducted such activities as perimeter security of the town, manned roadblocks at the request of the sheriff's department, helped evacuate personal belongings, stood fire guard over gasoline storage drums, provided emergency power and lighting, assisted with first aid stations, provided fresh water in a CAP 300-gallon water trailer, and helped clean up the town and return the residents after the flood waters had crested at 26 feet above flood stage.

Damage assessment surveys were conducted by CAP ground teams in six communities at the request of the CAP mission coordinator, Capt. Donald R. Jordan, of Maryland Wing Headquarters. The information returned by the ground teams proved valuable to the Civil Defense Headquarters.

A flood related chemical spill was located by a ground team from the Middle River Comp. Sq. and the Maryland Department of Natural Resources was contacted and they cleaned it up before it contaminated a Baltimore, city water supply.

One of the Carroll County commissioners, along with the director of the Carroll County Communications Control Center, was taken on an aerial damage assessment survey of the entire county in a CAP corporate aircraft from the Frederick Comp. Sq.

Civil Air Patrol units participating in the disaster

effort received a letter stating, "The County Commissioners wish to commend your members for the manner in which the Civil Air Patrol aided in the emergency caused by Storm Eloise. All reports which have been forwarded to this office, as well as our individual observations, have indicated high praise for services rendered during this crisis."

The Carroll Comp. Sq. was assisted during the disaster period by personnel from the Frederick, Reisterstown, Northwest, Apollo 1, Middle River, Gunpowder, Bowie-Belair and Bethesda-Chevy Chase Squadrons.

New Radio Repeater Aids Communications

WINSTON-SALEM, N.C. — The Winston-Salem Comp. Sq., has commissioned a VHF-FM radio repeater atop Sauertown Mountain north of here which will improve Civil Air Patrol communications, especially in the Piedmont, N.C., area.

This repeater re-transmits radio signals picked up on one frequency thus allowing mobile and relatively low-powered stations to communicate with each other over a much increased distance.

A former cadet and now senior member WO Charles M. Link was the force behind this repeater project. He conceived the need and selected the location for the antenna. Link also performed the engineering, much of the construction of electronic components and adjusted and tuned the equipment until it became operational.

During the entire project, Link was assisted by many of the Winston-Salem Squadron members along with a number of non-CAP personnel.

This communications capability improves CAP's ability to react in any kind of emergency situation in the area. The repeater covers an area from Durham, N.C., to west of Statesville to Charlotte.



IMPROVED COMMUNICATIONS—Cadet Capt. Wesley Gooze of the Winston-Salem Comp. Sq. guides one of the antenna arrays into position on the fire tower at Sauertown Mountain near Winston-Salem, N.C. The antenna will receive and transmit signals from the CAP VHF-FM repeater which covers Piedmont, N.C. (Photo by CAP Lt. Col. Holli Nelson)

37 CAP Cadets Attend Encampment In Florida

PATRICK AFB, Fla. — Thirty-seven young CAP cadets from Brevard County (Florida Wing) gathered at Patrick AFB in southern Florida and held an encampment over a period of two weekends.

CAP Capt. Jack Grimes, commander of CAP's Melbourne unit was the encampment commander. He was assisted by nine senior members, including Air Force Maj. Clyde E. Bodenheimer, Air Force liaison officer to the Florida Wing; Air Force Maj. Robert Deitz, who serves as liaison officer to the Brevard County CAP; and Air Force Capt. George Tarrant, helicopter instructor pilot from Det. 15, 39th ARRS at Patrick AFB.

Activities began when Captain Grimes led a group of cadets on a tour of Cape Canaveral as part of the aerospace portion of the seminar.

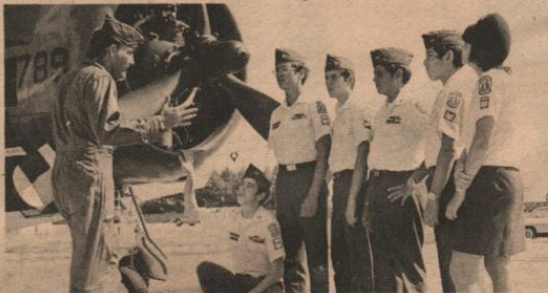
The official opening of the encampment was led by CAP Col. Henri Casenove, commander of the Florida Wing, who welcomed the attendees and

outlined the curriculum.

The cadets received instruction in the mission of the U.S. Air Force and how CAP functions to assist in search and rescue activities. Other seminars covered cadet leadership and opportunities, drill and formations, moral

leadership and military courtesy. Recreational activities were also conducted during the encampment to develop physical fitness.

The closing activity was a group and family outdoor supper held at the Patrick picnic grounds.



AIRCRAFT FAMILIARIZATION—CAP Capt. Jack Grimes, encampment commander, discusses characteristics of the T-28 aircraft with cadets, left to right, John Bering, Jim Choss, Dino Canales, Albert Weir, Glen Freeman and Cheryl Bricker during an encampment held at Patrick AFB, Fla. (Photo by SSgt. Tib Warganich)

BI-DEA Exchange

The Illinois Bicentennial Commission has published Bicentennial ideas for everyone. In a series of handy and attractive brochures, the Illinois Bicentennial folks have given Bicentennial hints to youth, libraries, religious organizations and senior citizens.

All of the suggestions are realistic, exciting and relevant for Bicentennial celebrations and commemorations all around the country.

Contact: Illinois Bicentennial Commission, 410 N. Michigan, Room 1044, Chicago, IL. 60611.



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CADET AWARDS

Earhart Awards Oct.-Nov., 1975			
Harold H. Coghlan	01034	Miguel L. Iglesias	08143
Jeffrey A. Williams	02085	Richard S. Braun	08412
John M. Stroble	04138	Henry W. Chamberlain	08412
Curtis A. Hartwell	04282	Gordon G. Allison III	09023
Gary S. Martin	04306	William L. Paul	09033
Ben E. Hansen	05023	Mark H. Stone	09087
James N. Freeston	05023	John P. Crean	09087
Brad S. Hensley	05041	David A. Collins	09087
Sandra L. Witman	07008	Mark R. Neustel	10083
Sandra L. Harper	08104	Kenneth W. Jaeger	11004
Shereen A. Jones	08133	Paul L. Lanwehr	11004
Linda C. Cybulski	11187	Katherine D. Rutenour	11205
Mark C. Stodola	11189	Barbara Pfeiffer	11211
David J. Hackel	11270	Michael F. Casper	11234
Edward L. Beck	12186	John G. Kall	11254
Carol A. Struthers	14099	Edward P. Latka	11254
Bryan L. Watson	18075	Robert A. Innis	11262
Daniel J. Hutchinson	19057	Kevin A. Yancy	11275
Kevin E. Veltman	20038	Steve A. Golito	12086
Edwin B. Thompson	20038	Robert G. Craig	12184
Glenn R. Dzidowski	20117	Johnny L. Lewellen	12189
Daniel M. Bredvold	21044	Dixie F. Lewellen	12189
Richard M. Bingham	23057	Michael W. Orndoff	14024
David J. Cook	23076	Don C. Hye	14078
Kevin E. Severe	24012	Randy L. Thomason	14111
Suzanne E. Page	25033	Joseph R. Underwood	15052
R.M. Prestipino	25053	James H. Craig	16010
Susan A. Einholz	29002	Nola E. Tullier	16010
Gregory E. Madonna	29016	Cynthia A. Theriot	16010
James S. Natale	29037	Michael A. Phillips	16010
Jon E. Paris	29087	Jack K. Middleman	18044
Alfred L. Motola	29087	Terri S. Hanna	18071
John J. Burns	29096	Robert E. Duncan, Jr.	18071
William J. Smith	29096	James J. Gaffney	19012
Donna M. Difelice	31020	Daniel R. Stacy	19015
Joseph R. Skiff	31071	L.L. Digiamotasso	20038
Anthony J. Ruffini	31162	Gerard J. Riestner	20038
Alan S. Plaks	32048	Larry D. White	20117
Kevin J. Liedahl	33010	Mykolas J. Balandia	20176
Stephanie A. Raster	34070	David E. Dreyer	20176
James M. Raley	34070	Jeffrey A. Rusco	20190
Joe R. Armeni	34096	George M. See	20190
James C. Travis	34167	Matthew L. Werner	20249
Scott D. Higgins	37196	Mark B. Niemi	20250
Robert W. Curtis	39066	Paula D. Griffin	21009
Randal G. Strivers III	42026	Farrell L. Crowe	21010
Kim W. Ferguson	42026	Barbara C. Quilling	21030
Barry J. Paryzek	42187	Keith D. Mitchell	22047
James P. Clevor	46018	Robert N. Burns	22048
Pablo J. Ortiz	52017	Laurie A. Hovious	23049
Samuel Muniz	52035	Michael D. Dart	23059
Jancinto Arce	52035	Steve D. Traxler	23088
Paul A. Overstreet	52061	Charles R. Drake	23088
Victorino Santos	52097	Ronnie D. Taylor	25009
Barbara J. Gowdy	52097	Josephine E. Jenkins	25012
Johnny Colon	52105	Richard J. Hernandez	25018
P. A. Cannon	02045	Doyle B. Willis	25033
D.P. Pinsonneault	02064	Joseph F. Cheney	26002
Barbara F. Hope	03040	Cynthia R. Rosenthal	26038
Craig R. Stockton	04116	Richard W. Heller	26062
Michael W. Woodard	04116	Tim E. Jandewicz	26062
Richard J. Call	06010	R.J. Williams	29002
Kent D. Hiestand	07011	Glenn R. Robinson	29016
Michael H. Boyd	08066	Edward S. Wade	29067
Charles E. Noble	09023	John T. Smith	29088
Edward G. Upton	11196	Charles Mason	29088
Daniel W. Flowers	16007	Jeffrey B. Gerlach	29095
Charles M. Darlington	18043	John J. Bernier	30012
Willie J. Williams	18043	Richard R. Golembiewski	30012
Jay A. Whitman	19013	William A. Treadway	31039
Kathy A. Sarver	20038	Kevin F. Day	31072
Evelyn I. Cornett	20038	Randy Padmore	31089
E.M. Macgregor	20038	David C. Eaton	31158
Randy J. Kemp	20072	Francis M. Crotty	31159
Nevin E. Pratt, Jr.	25053	Daniel R. Tomczak	31173
Karen L. Manos	25053	Matthew P. Sauer	31173
Thomas V. Pettio	29087	Anthony P. Defarlio	31188
Andrew Pantelides	29088	Greg T. Kovac	31189
Lloyd A. Partin	30033	Robert A. Cook	31201
Jose A. Velaz	31092	Scott E. Turner	31225
J.E. Sutherland, Jr.	34096	Andre U. Segatti	31228
Jon P. Higgins	34166	C. Lynette Harris	31238
Richard Secoolish	37102	Keith R. Nichols	31320
John J. Steele	38025	David C. Ham	31320
Michael Frongillo	38025	Phillip V. Frate	32048
Karen E. Coleman	46018	John D. Carpenter	32048
Daniel W. Norton	46068	Barbara C. Kelso	32051
Rande L. Lindner	46085	Barbara A. Pressly	32051
Donna S. Baughman	47081	Kathryn M. Pressly	32051
Randolph G. Hartman	51009	Jerry R. Gwyther	32136
Richard D. Adamson	51009	Paul D. Brannaman	32136
Nelida Tereul	52096	Steven E. Yates	32136
Sidier W. Gonzalez	52105	Gary G. Katz	34010
		Steven L. Donaldson	34037
		Mark E. Coverdill	34115
		Kenneth J. Pawul	34131
		C. Lynette Harris	35008
		Tom L. Murray	35015
		Michael M. Tolman	35015
		Traci E. Dalughter	35074
		Frederick J. Wolff	36007
		Katherine A. Gunther	36034
		Frederick P. Helvie	36037
		John P. Kiska	37049
		Charles R. Hair	37049
		Nikolas Wingeron	37082
		Marilyn A. Bunczek	37082
		John M. Faulkner	37133
		John P. Hartley	37133
		Martha T. Wozny	37214
		Jack A. Riordan	37222
		Benjamin J. Legler	37259
		Robert C. Bechtel	37285
		Lee E. Stalaker	38003
		Lawrence A. Bernard	38003
		Michael D. Bannister	38010
		Stephen D. Neal	38014
		Kenneth L. Webb	38025
		Law W. Hanes	41017
		Robert M. Ogilvie, Jr.	41017
		J. Bradford Landwehr	41017
		Dwain E. Vandehey	41017
		Barbara J. Antal	41046
		David A. Webster	41079
		Celia E. Ellis	42190
		Merrill B. Willgrub	42215
		Lance A. Willgrub	42215
		John D. Williams	42215
		Lanny R. Martindale	42272
		Bobby R. Deiss	42334
		Larry W. Guthrie	42338
		Raymond E. Loper	42339
		Kim L. Smith	42339
		Robert C. Henneman	43027
		Thomas R. Peoples	43091
		Christine M. Brown	45117
		Jeffrey M. Cole	45117
		Glenn L. Greene	46010
		Douglas J. Downey	46044
		Mary P. Mehring	48018
		Lynn A. Swade	48018
		Stephen R. Basting	48018
		Scott A. Konkel	48018
		Kurt R. Wipperfurth	48054
		John A. Ward	48064
		Donald A. Vanpatton	48064
		Jeff L. Griffin	48097
		Jerry B. Thompson	48121
		Charles C. Keely	48150
		Daniel A. Steinert	48150
		Edmin Rodriguez	52015
		Juan L. Carrasquillo	52015
		Maria V. Ortega	52015
		Francisco Ortiz	52015
		Richard Arroyo	52015
		George H. Garcia	52015
		Bill Guadalupe	52015
		Restituto Hernandez	52079
		Carlos J. Acevedo	52079
		Maria Del C. Younger	52090
		Carmen I. Rosa	52090
		Peter H. Rosa	52090
		Javier Bermudez	52091
		Edwin Bermudez	52091
		Lemuel Morales	52091
		Adalberto Rivera	52091
		Betsy N. Pizaro	52104
		Della Burgos	52104
		Terry F. Moore	01088
		Steven M. Houglund	02070
		Donald C. Callen	02085
		Arthur E. Bachmann	02086
		Blake C. Dunn	03034
		Chas A. Megowan	04116
		Mark R. Justice	04183
		Chris L. Vanvorhile	04282
		Eleanor V. Caldwell	04333
		Michael J. Opalowsky	04364
		Ralph R. Roberts, Jr.	04375
		Edward C. Verderber	04389
		Philip R. Spinelli, Jr.	05041
		Thomas J. Young	06010
		Albert M. Maury	06023
		Paul A. Meurer	06089
		Steve S. Poolson	08104
		Pete L. Opitz	08116
		Todd F. Hasty	08237
		Richard M. Lynch	08239
		James E. Choss	08239
		Ronnie Gabriel	09023
		Charles T. Geiger	09045
		Jeffrey A. Cassens	11228
		Martin L. Price	11254
		Edward B. Freeman	11275
		David A. Smock	12123
		Michael R. Engle	12186
		Frank A. Ferrera	14111
		James C. Wiens	14111
		Brian W. Gallagher	16014
		Diane L. Hutchinson	17026
		Stephen P. Malick	18071
		David M. Saghy	20038
		Steven L. Bowman	20107
		William J. Jacon	20117
		Kevin M. Wine	20117
		Kenneth H. Westerman	20145
		Stephen A. Resch	20176
		Cathleen M. Connelly	20199
		Leslie J. Fountain	20235
		Brian P. Bristol	21006
		Leo R. Rehmann	21017
		William S. Patterson	22064
		Teddy I. Blike	23059
		Francis W. Delahanty	26037
		Charles S. Downing	29067
		James A. Kinsman	29067
		Jeffrey F. Jakubowicz	31020
		Michael M. McElroy	31020
		Kenneth J. Serafin	31020
		John C. Varieue	31083
		Michael M. Lamprecht	31141
		William H. Schroder	31141
		Bruce A. Lane	31201
		Martin I. Lewin	31249
		Leslie Egbertson	31328
		Joseph E. Wright	32119
		Robert N. York	34070
		Michael M. Dombrowski	37009
		Suzanna M. Schwartz	37026
		David A. Bradley	37048
		Brady R. Reitz	37060
		David M. Johnson	37082
		Robert D. Enright	37082
		John M. Gula	37102
		John J. Piatrisch	37172
		John S. Sellers	37197
		Keith D. Kotay	37265
		Kenneth G. Ballard	39025
		Glenn P. Kuehner	40031
		Larry D. Olsen	40031
		Mark D. Owens	42272
		Donald A. Mitchell	43001
		David A. Wharton	43001
		Gregory W. Wardwell	43001
		Debbie C. Soren	43001
		Ernest R. Harrison	43001
		Stephen L. Foster	43001
		Michael J. Baskin	43001
		Barbara J. Antal	43001
		Kenneth D. Campbell	50028
		Larry J. Upton	50028
		Mark R. Kanter	51008
		Gilbert C. Gordon	51020
		Edwin R. Ortiz	52096



ON THE MOVE—Civil Air Patrol members from the Coraopolis Comp. Sq. 603 and Group 60 (Pennsylvania Wing) assisted in the dedication of a Port Authority Transit trolley recently which was painted to display Civil Air Patrol service to the communities throughout the Pittsburgh area. The trolley runs everyday on the various routes throughout the city and is another ingenious way of getting CAP known throughout the states.

Virginia Members Show Relatives How Squadron Used Contributions

by CAP Capt. Carol M. Betterton

LYNCHBURG, Va. — Three members of the Lynchburg Civil Air Patrol Comp. Sq. flew from New London Airport to Illinois in October to show relatives and friends of a 1973 plane crash victim how a substantial cash and equipment contribution to the squadron was used.

Richard Buckert, 21, of Monmouth, Ill., and two passengers died in a March 1973 plane crash in a mountainous area near Montvale, Va. Capt. Ted Estep, one of those making the trip, flew the sortie that first sighted the wreckage during the rescue mission.

In July 1973, Buckert's relatives and friends in the Monmouth area presented the Lynchburg Squadron with a \$1,022.64 check, an aircraft engine and some welding equipment Buckert had been using to build a plane before his death.

Lynchburg Squadron used the donation to obtain and fix up a U.S. Army surplus "Bird Dog" spotter plane. This plane, along with another "Bird Dog" assigned to the squadron, left New London Airport and spent the weekend in Monmouth.

Making the trip, in addition to Captain Estep, were Maj. Tibbs, commander Task Force III, Capt. Dave Hardin, squadron member, and Air Force Maj. Edward Fowler, Virginia Wing liaison officer.

Explaining the purpose of the trip, Major Tibbs said, "We just wanted to thank everybody for their contribution."

Highlight of the trip was a dinner given in honor of the visiting squadron members held in the Senior Citizens Center with approximately 50 relatives and friends of the late Richard Buckert attending.

"They rolled out the red carpet for us," said Major Tibbs. He added that the relatives and friends of the plane crash victim had thought they would never

see how their contributions were used and they were shocked to learn that four Virginians actually would fly to Illinois to show the contributors the plane.

Coast Guard Alert Coincides With Michigan Unit Visit

DETROIT, Mich. — During a recent visit to the U.S. Coast Guard Air Station here, cadets and seniors of the Selfridge Cadet Squadron 3-5 witnessed an actual alert.

The station, which serves Lakes Huron, Erie and Ontario, received a report of an in-flight emergency and immediately went on alert, preparing their standby helicopter and crew for dispatch. The aircraft landed without fail, but provided the CAP members first hand experience on how the Coast Guard reacts during an alert.

The squadron members also viewed a movie of an actual airline crash last year in the Florida Everglades which showed the Coast Guard in operation along with other agencies CAP works with.

Following the movie, the cadets were given an opportunity to climb aboard one of the helicopters.

They were hosted during their stay by 1st Lt. Donald Estes of the Detroit Coast Guard Station.

Iowans Aid March Of Dimes

DES MOINES, Iowa — Members of the Des Moines Comp. Sq. helped conduct an airlift for the March of Dimes recently in conjunction with "Airport and Aviation Awareness Month in the State of Iowa."

"Airport and Aviation Awareness Month in the State of Iowa" was sponsored by the Aircraft Industry of Iowa and the Iowa Department of Transportation, Aeronautics Division.

The airlift consisted of 15-minute rides over the Greater Des Moines area with a charge of four cents per pound for the gross weight of the family. The Civil Air Patrol cadets acted as guides, hosts, security and helped control the flight line.

Planes were provided by business firms and individual pilots from Des Moines.

High Gets Falcon; Second In State

EVERETT, Wash. — Civil Air Patrol Lt. Alvin W. High recently became the second person in the Washington Wing to receive the Frank Borman Falcon Award. He received the award — highest attainable by a former cadet — from Lt. Col. Linwood G. Koffel, Air Force Liaison Officer to the Washington Wing.

Lieutenant High has been in CAP more than seven years and has served in numerous positions with the Paine Field Comp. Sq. including cadet commander.

He is presently serving as administrative officer for the senior department of the unit. He graduated from the University of Washington in June with a degree in Aeronautical Engineering.

Mitchell Awards

Oct.-Nov., 1975

James G. Flavell	01016
Thomas G. Bouldin	02083
Stephen C. Gregory	02046
Thomas M. Onell	02050
Rodney K. Vickers	02070
William C. Myers	03030
James M. Forquer	04015

Daytona Cadets Tour Jacksonville Center

DAYTONA BEACH, Fla. — Members of Civil Air Patrol's Daytona Beach Comp. Sq., were recently given a comprehensive tour of the Jacksonville Air Traffic Control Center.

After assembling in the lecture room of the training facility, the 31 members were briefed by air traffic control specialists and shown a film on air traffic control procedures.

The cadets and seniors were then introduced to the system and told of training requirements and possible employment opportunities.

Following a question and answer period, the squadron was split into three groups to tour the installation. Both manual and computerized control techniques were demonstrated.

The groups were small enough so they could stand behind a working controller and watch traffic moving across the radar scopes.

After a session in the training room where techniques of training in manual control were demonstrated and questions answered, the group reassembled for debriefing before departure.



LEARNING HOW—Edgar L. Redman, left, of the Jacksonville, Fla., Air Traffic Control Center, explains air traffic control training routines to, from left, CAP Lt. Dennis McDonald, CAP MSgt. Rich Mulford and CAP CWO Chuck Vola, of Daytona Beach Composite Squadron.

Training At National SAR School Put To Excellent Use In Hurry

TULSA, Okla. — Training received at the National Search and Rescue School at Governor's Island, N.Y., was put to good use in a hurry by Capt. Steward Giesick, commander of the 76th Rescue and Recovery Sq.

Captain Giesick had just returned from attending the school when a RedCAP mission activated his Tulsa unit. With Captain Giesick acting as mission commander, only three hours were needed to find the missing aircraft.

The aircraft had been missing

from Riverside Airport at Tulsa where it had departed the day before on a routine flight.

Observers in a plane piloted by CAP 1st Lt. Tom Davies of the Tulsa unit were the first to spot the downed aircraft. Cadets of the Tulsa unit participated in ground team activities when the unit's four-wheeled drive ambulance was the only vehicle that could reach the crash site in the rough terrain.

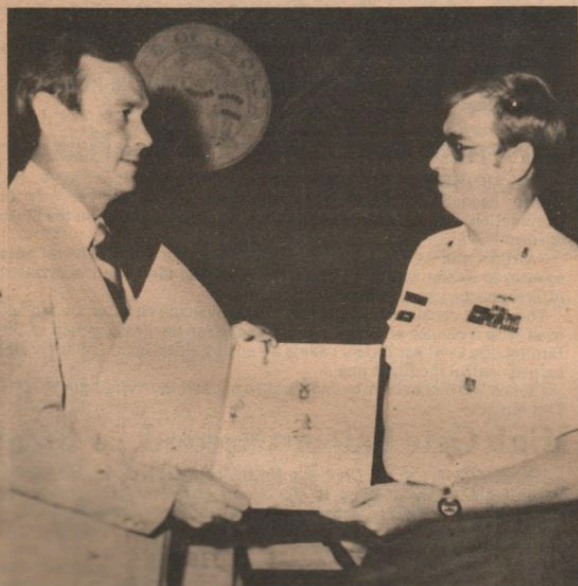
The two occupants of the downed aircraft were killed in the crash.

War Eagle Unit Visits Eglin AFB

AUBURN, Ala. — Seven cadets from Alabama's War Eagle Comp. Sq. recently travelled to Eglin AFB, Fla., for a two-day tour.

The cadets, Craig Calhoun, Woody Greathouse, John Blacklock, Lucy Lamar, Pat Noa, Pixie Bialas and Nancy Conn, and their escort, CAP 2d Lt. Jane Tarver, toured the Air Force Armament Museum where they viewed a B-25 bomber used in the Gen. Jimmy Doolittle raid on Japan. In addition, they were briefed on a number of aircraft stationed at Eglin and visited the world's largest environmental test chamber, the McKinley Climatic Laboratory.

The cadets were also honored with a visit to the Vietnamese Refugee Camp located on the huge Eglin complex.



CAP AWARD—Georgia Governor George T. Busby, left, presents CAP Maj. Ron Howard of the Georgia Wing with the Gill Robb Wilson Award. The presentation was made in the governor's office recently.

CAP: It's Deductible!

If you've been poring over your financial records for 1974 getting ready to submit your Federal Income tax, it is time to consider your contributions to Civil Air Patrol.

Many members apparently are still not aware that this organization qualifies as a legitimate benevolent corporation. The Internal Revenue Service has granted CAP income tax exempt status since 1947 so that contributions to CAP can be made and deducted from personal and corporate income in computing taxable income.

These deductions include cash gifts, donations of properties, dues, unreimbursed expenses made incident to rendering service to Civil Air Patrol, unreimbursed overnight travel expenses away from home, unreimbursed transportation costs, repair and maintenance of uniforms and insignia.

Other deductible expenses are rental of aircraft for CAP functions, both usage and fuel/oil; also for use in cadet orientation rides; and registration fees at CAP functions.

But before you start knocking these gifts and expenses off schedule A of your Form 1040, make sure that you have the necessary records to support your deduction. These records can take many forms, ranging from cancelled checks and receipts to documents showing the transfer of real property to the Civil Air Patrol Corporation. All records, including those of other deductions claimed, should be retained at least five years — just in case the Internal Revenue Service (IRS) should decide to audit your account.

But what if you neglected to keep such records during 1975? Well that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1976 tax return.

One of the easiest ways to maintain such records is to start a folder on all your CAP expenses. This can be as simple as a brown manila envelope in which you can file away your cancelled checks, receipts and documents to support your claim next year.

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory joggers that will remind you why you spent \$10 for a hotel in Minneapolis or \$20 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good supporting documents.

A gift to Civil Air Patrol falls into the same category as donations to churches, tax-exempt education organizations, exempt hospitals, or a number of other charitable organizations. Donations in this category may be deducted up to 50 percent of the taxpayer's adjusted gross income, whereas the normal allowance is only 20 percent.

These contributions are entered on Schedule A of your Form 1040 and are allowed only in the year of actual payment, whether the taxpayer is on the cash or accrual basis and regardless of when the amount is pledged. To be deductible, the contribution must be made by the taxpayer. In other words, you can't claim junior's cadet uniform and expenses though you can claim mama's if she is an active CAP member and you are filing jointly.

When a personal automobile is used on CAP activities, actual expenditures for the use can be deducted, or you may claim seven cents per mile driven plus parking fees and tolls in lieu of actual expenses. In either case, make sure you have the records to back your claim.

Some items you may not claim: value of services donated, depreciation, repair of private property damaged on CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities, personally, entertainment and hospital and medical expenses of injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

A recent ruling by the Commissioner of IRS concerned admissions and tickets to fund-raising activities for charities. The portion of the ticket that goes toward admission is not deductible. If part of the ticket is above the admission cost and is solicited as a gift, that portion is deductible. However, the burden is on the taxpayer to prove that a portion is above the admission price.

These are just a few simple hints about the tax advantages available to you when you give your support to Civil Air Patrol. For more detailed information, be sure to consult your attorney, income tax counsellor or a representative of the IRS.

You can save money and support a worthy cause by giving to Civil Air Patrol. Just remember:

- Make sure they are valid deductions:
- Keep supporting records and documents:
- Consult your attorney, tax advisor or IRS representative.

BOARD

CIVIL AIR PATROL

AUXILIARY OF THE UNITED STATES AIR FORCE

NATIONAL HEADQUARTERS - MAXWELL AIR FORCE BASE, ALABAMA 36112



WILLIAM M. PATTERSON
BRIGADIER GENERAL, CAP
NATIONAL COMMANDER

822 IVY HILL ROAD
COCKEYSVILLE, MARYLAND 21030
PHONE: 301-666-1221

17 November 1975

SUBJECT: National Commander's Aircraft Accident Policy Letter

TO: All CAP Commanders

It is abundantly clear to both General Miller and myself that Civil Air Patrol's accident record warrants drastic remedial action at all levels of command. Therefore, I propose to institute the following policies CAP-wide effective immediately.

a. Any pilot involved in an aircraft accident will be automatically grounded pending an accident investigation and a review of such proceedings by the wing and region commanders concerned.

b. If at the end of this investigation period it is determined that the accident occurred due to factors beyond the pilot's control the wing commander concerned may reinstate the pilot to full flying status subject to the region commander's concurrence.

c. If it is determined that the accident did involve pilot error the wing commander will be expected to take appropriate action immediately in accordance with CAP regulations. Such action may include any or all of the following: permanent grounding, pecuniary liability for aircraft damages up to but not to exceed five hundred dollars (\$500.00), verbal or written reprimand, termination of membership in Civil Air Patrol.

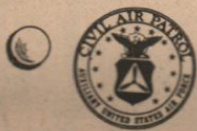
It is fully recognized that these actions may be considered harsh when not viewed in the context of human suffering, loss of life and the tremendous drain on corporate resources, both human and material. The time has come to stop the compromise that many of us have obviously made in our flying safety program. What is needed now is a positive, no nonsense, firm approach that puts both meaning and teeth into our accident prevention program.

I expect commanders at all echelons to be aware of this policy, implement it impartially and immediately, thereby reducing our losses and eliminating the terrible human suffering that we have tolerated far too long.

A handwritten signature of William M. Patterson in dark ink.
WILLIAM M. PATTERSON
Brigadier General, CAP
National Commander

PULL OUT AND POST

THE BULLETIN



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 1

JANUARY 1976

PERSONNEL

1. **FAA AERONAUTICAL RATINGS.** National Headquarters is in the process of updating the senior membership file to show current FAA aeronautical ratings on all CAP senior members. 1976 membership renewal cards have spaces provided for each member to furnish this vital information. National is interested in FAA ratings only (not to be confused with CAP aeronautical ratings already shown on the membership listing). Renewing members will also be requested to provide the dates of their most recent FAA flight check and the most recent CAP flight check. In addition to collecting this data from renewing members, there will also be an initial data collection project by use of the monthly membership listings. Details will be furnished all units by letter in early 1976.

DPY

INFORMATION

2. **REPEAT ANNOUNCEMENT: NEW CAP TV FILM SPOT.** Send in your requests for the new CAP 20-second TV film spot now. Details were announced in the Bulletin Board section, CAP NEWS, November issue.

OI

3. **UNIT NEWSLETTERS.** If your unit has a newsletter or any other kind of internal information publication, remember you must send a copy of it to HQ CAP-USAF/OIR each time it is published in order to get credit for it in the Commander's Evaluation. Also, be sure your publications bear a date and clearly identify your unit and your wing so the credit goes to the right place.

OI

4. **NEW CAP SENIOR MARKET TAPPED.** In the near future, CAP units may be receiving inquiries about Civil Air Patrol from recently retired/separated Air Force personnel. HQ CAP-USAF/OIR has supplied all Air Force Base Personnel Offices in the United States with CAP pamphlets. A CAP pamphlet will now be included as part of the outbriefing for retirees/separates.

OI

5. **CADET RECRUITING TEAM SCORES.** A cadet recruiting team consisting of a C/Capt, a C/ILT, and two C/Sgts went to Middlebury High School in Vermont to talk to the 7th and 8th graders. The cadet team gave the entire presentation. It gave the cadets experience in the practice of meeting other people and in giving the slide and talk show. Our congratulations to the cadets and Major Boucher and Professor Bill Murphy, the forces behind efforts to start a new CAP squadron. The final results: 13 cadets and 4 seniors signed up to start a new CAP squadron. Major Mezzo, Vermont LO, SMSgt Toupin, Vermont LOA, and Captain Powell, Vermont ED, accompanied Major Boucher and the cadets to the school. A well planned recruiting project that paid off. If anyone else has a recruiting plan that worked well for them, share the idea with other CAP units. Write it up and send your successful recruiting plan to HQ CAP-USAF/OIR, Maxwell AFB AL 36112. We will put it in the Bulletin Board of the CAP NEWS.

OI

6. **INFORMATION OFFICERS SHOULD RELEASE NEWS.** Some unit IOs have been embarrassed in the past by having other members of the squadron calling the local newspaper about the same news. YOU are the IO, the releasing agency. You should lead your members (and mammas of cadets) to understand this and give their news to you for coordination and release. If you are an on-the-ball information officer, you will get busy and get out the news on time--while it IS news. Then, mammas and other members won't have to telephone their own news to the papers.

OI

ADMINISTRATION

7. **DATING COMMUNICATIONS.** CAPR 10-1, "Written Correspondence and Messages," Attachment I, gives a sample of the proper dating used in CAP expressed as day, month, year (examples: 20 December 1975 or 20 Dec 75). When dates are expressed numerically, the same sequence is used; day, month, year (example: 20/12/75). This clarification of dating procedures will be included in CAPR 10-1 when it is revised.

DA

8. **NEW AND REVISED CAP PUBLICATIONS:**

a. CAPP 14, "Staff Duty Analysis Guides," 1 January 1976, supersedes CAPP 14, 8 August 1973.

b. CAPP 20, "CAP Scholarships and Grants," December 1975, supersedes CAPP 20, December 1974.

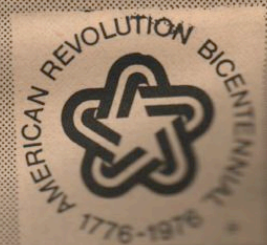
DAP

FOR THE EXECUTIVE DIRECTOR

Isabella T. Lynn
ISABELLA T. LYNN, Lt Col, USAF
Director of Administration

WE HOPE IT'S BAD TIMING
... OURS

In 1975 HQ CAP-USAF/OIR received many requests for sets of the CAP STORY slide presentation. We were unable to fill these requests. Because of the CAP-wide interest, we announced in the November issue of CAP NEWS Bulletin Board section that an updated CAP STORY was to be made available at \$3.00 per set. A minimum of 350 orders was required to produce this briefing at this price. If there were not enough orders received by 1 January, your money would be refunded. The response has been appalling. To date, 21 requests have been received. We hope it's our bad timing in announcing this offer during the Thanksgiving and Christmas holiday season. We are extending the CAP STORY slide set offer to 31 March. Send your name and address and a MONEY ORDER for \$3.00 per set to HQ CAP-USAF/OIR. This 30 slide set with script is an excellent information tool. Fits conveniently in a pocket. Can be given to any audience, adult or young adult. If you want support from the local community, if you are interested in growing, if you want to spread the word about CAP, this is the information tool that will get the job done.



THE BULL

PULL OUT AND POST

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112



1 January 1976

SUBJECT: SAR Mission--Success or Failure

TO: All CAP Pilots

Participation in a successful SAR mission is an extremely rewarding experience, and we in Civil Air Patrol are very fortunate to be an important part of this nation's SAR capability. All SAR missions do not, however, fit the category of rewarding or even successful. I'm not referring to those in which we fail to locate the objective. We can usually take a certain degree of pride in these missions simply because we tried and did our best.

The missions that are total failures are those that cost us an airplane and especially if injury or fatality occurs. We have had too many of these, which deeply disturbs me. For example, one of our pilots, who was to participate in a mission, departed an uncontrolled airport in early-morning semidarkness and fog. He was relatively inexperienced in actual instrument flight and had almost no instrument proficiency in the particular airplane he was flying. Add to this the fact that the aircraft was not adequately instrumented for actual IFR conditions. Nevertheless, he took off and successfully flew the airplane under these extremely adverse conditions--at least for about one-half mile beyond the end of the runway, where he crashed. He was killed and his passenger seriously injured. There are other examples, including more than one in which the pilot flew his aircraft into a position where he could not reverse course and the terrain ahead rose faster than the airplane was capable of climbing.

In this type of a situation, there is every possibility that one of the first thoughts in the pilot's mind was, "I can hack it, I think I can." It is only natural that pride in doing a job well and the desire to succeed will cause a pilot to try to perform at the limit of his capabilities. The result is that once in a while the pilot exceeds the limits of himself and his airplane with great finality.

I feel we must stop the occasional overaggressiveness which prompts a pilot to place his aircraft and, most importantly, himself into an unnecessarily hazardous situation. Let me hasten to add that I am not disagreeing that a proper level of aggressiveness is helpful. We certainly must have the enthusiastic, action-oriented type of approach that will get the job done. But, successful mission accomplishment depends upon exercising sound judgment along with the positive "can do" attitude.

To help exercise good judgment, every pilot should know the limits of his airplane and review them prior to each mission. He should also take time to reflect and make a mature judgment of his capabilities and respect the limitations that he recognizes. Let's all make a personal reassessment of what our capabilities are in the situations that we could be forced into. Let's don't say, "I can hack it," unless we are sure we can.

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LETTERBOARD

SAFETY CORNER

The reason we investigate accidents and incidents is to help prevent recurrence of similar type mishaps through management action and/or education based on findings. In this context, it's appropriate that all CAP members are periodically provided a review of the CAP accident experience. Henceforth, the "Safety Corner" will be published on a recurring basis and will provide a resume of selected CAP accidents--along with comments by the HQ CAP-USAF Director of Safety. Hopefully, awareness of the probable causes and circumstances surrounding CAP accidents will help prevent repetition of similar mishaps.

Last year there were thirty-one flight mishaps through 30 November. Twenty-two of these were judged to be pilot error, five were materiel failure, and four were classified as "other." Six of the pilot error mishaps were because of depleting or mismanaging available fuel. The other sixteen were caused by incorrect technique/procedure as described below:

1. Student pilot lost control on roll-out in gusty winds.
2. Get up landing.
3. Midair collision.
4. Hit power line on final approach.
5. Hit end of runway nose first (both pilots watching banner-towing plane).
6. Aborted takeoff because of gusty winds with insufficient runway remaining.
7. Buzzing.
8. Scraped prop tips on landing.
9. Stalled and crashed while making airdrop.
10. Lost control on landing roll-out (2).
11. Hit power lines during simulated forced landing.
12. Flew into deteriorating weather and forced to land on a very short grass runway; lost control on landing roll.
13. Failed to maintain adequate terrain clearance during search mission (2).
14. Landed in wrong direction relative to surface wind and scraped wing tip.

Comments. The above resume shows that, by far, the majority of accidents are caused by inattention to established procedures or just poor judgment. The four mishaps classified as "other" were, in fact, probably in the same category, but there was insufficient knowledge of the mishaps to identify them as such even though materiel failure was determined to be unlikely. The figures include only flight mishaps. Additionally, last year there were fourteen ground accidents through 30 November, of which ten were attributed to high winds and/or tie-down failures. These tie-down failures are of particular concern, because in no case has an airplane which was properly secured received wind damage. Proper tie-downs simply do not fail in moderate winds, and even helicopters can be secured to withstand 65-75 mph winds. Tie-down requirements as outlined in CAPR 66-1 will prevent wind related ground accidents, but only if the prescribed tie-down facilities are available and properly used. Isn't it time we quit accepting these losses to high winds?

